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TIME-TABLE.

WEEK DAYS

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	9.15	10.30	11.40	12.00	12.30	1.15	1.45	2.30	3.00
Yau Ma Tei	8.50	9.25	10.40	11.50	12.10	12.40	1.25	1.55	2.40	3.10
Shatin	9.00	9.35	10.50	12.00	12.20	12.50	1.35	2.05	2.50	3.20
Tai Po	9.10	9.45	11.00	12.10	12.30	13.00	1.45	2.15	3.00	3.30
Tai Po Market	9.20	9.55	11.10	12.20	12.40	13.10	1.55	2.25	3.10	3.40
Fanning	9.30	10.05	11.20	12.30	12.50	13.20	2.05	2.35	3.20	3.50
Shaungshui	9.40	10.15	11.30	12.40	13.00	13.30	2.15	2.45	3.30	4.00
Shumshu	9.50	10.25	11.40	12.50	13.10	13.40	2.25	2.55	3.40	4.10

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STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	6.25	7.45	11.30	2.20	6.25	7.45	11.30
Shaungshui	8.40	12.35	3.15	7.20	8.40	12.35	3.15	7.20	8.40	12.35

SUNDAYS AND PUBLIC HOLIDAYS.
STATIONS: Fanning, Shaungshui, Shaungshui, Fanning.
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HONGKONG'S BUILDINGS

THE DWARFING EFFECT OF A
DOMINATING BACKGROUND.

SOME OF THE ARCHITECTS'
DIFFICULTIES.

A FEW REFLECTIONS REGARDING
RECENT STRUCTURES.

(Contributed.)

The architect's task must be an extremely difficult one in Hongkong, for nowhere else has the designer of buildings to compete to such a degree with nature. Normally towns are built in fairly wide plains, where the works, or the creations of man, stand out, or at least have the chance of standing out, conspicuously, to be admired without being swallowed up by a dominating background of nature's creation. In Hongkong, buildings placed against the Peak are merged into it and are lost; their proportions are dwarfed, for the eye must, in contemplating them, continue the outline of the building into the background above and find that, of the building and the background, the latter exerts the greater visual and aesthetic attraction.

Again in order to get a view of a building in Hongkong it is generally necessary to look up at it vertically from its base or down upon it through its roof. Neither of these methods show off a building in its just proportions, and so it never secures just appreciation. Where the ground is most level as, say near the ferry, the upturned eye sees not the fine architectural beauty, if it exists, of the building, but through a slit in the sky line between the tall buildings it catches a particularly fine view of the summit of the Peak. It is that again which attracts the attention and holds it, distracting it from any thing which the architect has created. In fact the chief charm of the buildings on the Peak is that they afford windows, on which the sun glints during the day like so many heliographs, or that they provide lights, at night, which mark its outline. The buildings do not dominate the landscape but are entirely subordinate to it.

Such would be the impression one would get in viewing the buildings of the Peak from the other side of the harbour. The architect must take the nature of his surroundings into consideration when he is designing and we, of Hongkong and the peninsula, imagine he has greater scope on the Kowloon side than on this side of the harbour.

THE LAW COURTS.

In spite of these difficulties some pleasing effects have been achieved. The Law Courts are sometimes criticised adversely. Critics want the building lifted up with a fine flight of steps as a grand imposing entrance. But the building is quite imposing as it is, a classic design in keeping with the importance of the function which is discharged within. True it has a curious sort of roof, while the attachment of the light to it for the purpose of showing the position of the cables in the harbour is practical or utilitarian but somewhat incongruous. It suggests a further extension of the roof for the purpose of drying the domestic washing.

THE CENOTAPH.

The Cenotaph occupies a fairly open site, a condition in Hongkong somewhat rare, but the Cenotaph was constructed to stand in the middle of Whitehall, a comparatively narrow thoroughfare and was designed by Lutyens to run, as it were, with the narrowness of the street—hence its oblong nature. It is to be wondered whether Lutyens, had he been asked to design a war memorial specially for this site in Hongkong, would have given us, for a fairly open space, a design which he intended for a narrow one. Probably not. Still it is a thing of beauty but it requires flags to brighten it up, and make it alive. Owing to its brightness and conspicuous position it inevitably invites comparison with the more solemn and sombre memorial in London of which it is in dimensions and design an exact replica.

NEW STRUCTURES.

The boom in trade following the war was beginning to reflect itself in the stately structures which were being erected, not in brick, all stuccoed over, but in solid granite. A margin was being found to satisfy the aesthetic sense after the utilitarian had been catered for. The new Hongkong and Shanghai Bank Building is a solid and satisfactory but is in striking contrast with its parent whom it does not resemble one little bit. In fact one suspects its paternity. The ample proportions of its mother extending leisurely from Des Vaux Road to Queen's Road with the fine open stretch in front to afford space for admiration will never belong to the new offspring. (Continued on next column.)

PEERESS'S BILL LOST.

ADVERSE VOTE OF 45.

WHY IT WAS DEFEATED.

By 125 votes to 80 the House of Lords recently rejected, a Bill introduced by Viscount Astor, to enable peeresses in their own right to sit in that Assembly. A similar measure was denied a second reading last session by two votes only.

The Chamber was crowded, and many peeresses were in their own galleries. Supporters of the bill contended that the only issue raised was the continuance or otherwise of the sex-disqualification as it applied to the House of Lords. Opponents, on the other hand, represented the bill as a proposal to admit a score of individual ladies, who possessed no special qualification to share in the legislation of the country.

There was a good deal of excitement in the crowded Chamber when the figures of the division were being awaited, and when they became known opponents of the bill expressed their satisfaction in cheers.

which seem to have been conceived at a time when an eye had to be given to economy—economy of space, not of money for the new office in Shanghai would seem to indicate that there was difficulty not in getting but in spending, so lavish is the provision for the bank's needs up there.

VERANDAHS OR NO VERANDAHS.

Some famous architect stated in London the other day that modern buildings were nothing more than cubes with holes punched in them. This, of course, is eminently true of many of our Hongkong buildings—they are not beautiful, they are useful. Yet in a way although a private person must be granted the right of erecting buildings according to his needs, so long as he satisfies the conditions of the ordinance, it is now coming to be recognised that he must expect to be criticised if his taste offends too grossly, for the public cannot avoid seeing a bad building as they can a bad play or a poor book. A building may be a private property but it ought not to be a public eyesore. There is a tendency to construct new buildings now without veranda on the side walk but it is doubtful whether the advantages so gained outweigh the disadvantages. The Hongkong weather is either too hot, too wet, or too glaring and the verandah provides a pleasing protection against all. It further enables one to contemplate the wares displayed in the shops, at leisure and makes a tour of the shops in the central part of the town a joyous adventure. Again the verandah for a house is the first line of defence against wind, rain and sun. To build houses without them as has been done recently is to expose the main body—the family—to these unpleasant features, for, unlike England, we do not get these things in moderation. Only those who dwell in houses with veranda, that afford so many conveniences, about which they seem to become unconscious, are enthusiastic about recommending their friends to dispense with them in building. It is safe to say where a choice exists that the rooms in a house—least used—are the rooms without a verandah. So the new buildings of the A.P.C., the Bank of China and the Bank of Canton offer no inducement to linger leisurely beneath them. One avoids them. Moreover, they appear to be somewhat naked and glaring. It is never safe to ignore or defy old customs and traditions. The comfort and convenience of the pedestrian and shopper ought not to be lightly passed over.

THE UNIVERSITY.

The community, however, of the taste of a community and the value it attaches to things of the spirit is shown not so much in the quality of its business premises (except in Paris) as in that of those which serve a public or semi-public purpose. The Law Courts have been mentioned. They are pleasing in their classic beauty and form a striking contrast with the headquarters of the Administration which are neither dignified, adequate nor architecturally worth looking at. Shanghai or a fifth rate town in Canada can do better than this. The University with its mixed styles perched on the slope makes a brave attempt to add dignity to the western part of the Colony. Its yellow and red colouring is somewhat flamboyant and one always suspects yellow plaster in this Colony of covering some inferior brick work. The pillars of granite are perhaps too slender and too numerous but on the whole with its tower and broad facade, it presents from the harbour an imposing appearance. The founders were evidently determined that whatever else the University might lack, the main building had to be a prominent feature, on the landscape and announce the fact that it was not an ordinary everyday structure to keep out wind and rain, but a University that, although it might not have funds, would not too publicly proclaim the fact.

MASONIC CHARITIES.

BENEVOLENCE IN 1926.

RESULTS OF FESTIVALS.

The total result of the three festivals of the Masonic central institutions for 1926 is highly satisfactory, although it is lower by £70,792 than that for 1925. Lord Henry Cavendish-Bentinck, M.P., who presided at the first festival, that of the Royal Masonic Benevolent Institution, is Provincial Grand Master for Cumberland and Westmorland, one of the smallest provinces in the English jurisdiction, numbering only 36 lodges, but the province was represented by no fewer than 217 stewards, who brought up a total of £11,500.

The second festival, that of the Royal Masonic Institution for Girls, had to be abandoned, owing to the general strike. Lord Kensington, Provincial Grand Master for the Western Division of South Wales, represented a province which has been badly hit in the recent labour troubles. It is also a small province, numbering only 18 lodges, yet, despite these difficulties, it was represented at the small gathering which met at a dinnerless meeting on the day appointed for the festival by 130 stewards, who brought up a total of £4,098, an average of £225 a lodge, from 1,567 members. Labour troubles also found their echo in the recent festival of the Royal Masonic Institution for Boys, yet Derbyshire was able to send up a contribution of £25,311 from 987 stewards. The total from the three festivals for the present year amounted to £210,923 from 10,588 stewards, a notable performance when all the difficulties are taken into consideration. Regard must also be paid to the fact that the Prince of Wales, Provincial Grand Master for Surrey, is to preside at the Girls' Festival next year, and that Mr. C. E. Keyser, Provincial Grand Master for Hertfordshire, is to preside at the 1927 festival of the Royal Masonic Benevolent Institution. Many of the members of these two provinces are, quite naturally, withholding their subscriptions until then, in order that they may be doubled on those occasions.

London, as usual, figures largely in the 1926 results, accounting for £26,411 of the total and for 6,130 stewards, more than half the total number. Derbyshire is well away at the head of the list with £25,510, and the province of Cumberland and Westmorland is second with £11,505 to its credit. Essex, the third province on the list, is represented by £8,511, but the members of that province are reserving themselves for the 1929 festival of the Royal Masonic Institution for Girls, at which the Provincial Grand Master, Lord Lambourne, is to preside. Then, in decreasing order of amounts, follow:

Kent, £5,253 (2700 more than last year); South Wales Eastern Division, £4,774; South Wales Western Division, £4,109; North and East Yorkshire, £3,130; Hertfordshire, £3,068; Berkshire, £2,539; Middlesex, £2,625; Warwickshire, £2,678; Surrey, £2,550; Nottinghamshire, £2,329; Somerset, £2,128; and Monmouthshire, with only 18 lodges £2,307.

This last was undoubtedly a gallant effort to support the neighbouring province of South Wales Western Division. Between £2,000 and £1,000, in decreasing order, are: Leicestershire and Rutland, Cornwall, East Lancashire, Staffordshire, Buckinghamshire, Gloucestershire, Wiltshire, Hampshire and Isle of Wight, Oxfordshire, Sussex, West Yorkshire and West Lancashire.

Below £1,000, also in decreasing order, are: Northamptonshire and Huntingdonshire, Dorset, Cambridgeshire, Worcestershire, Norfolk, Lincolnshire, Cheshire, Bedfordshire, Suffolk, Guernsey and Alderney, Devonshire, Herefordshire, Durham, Jersey, Northumberland, Shropshire, North Wales, Bristol, and Isle of Man.

One pleasing feature of the lists is that every province in the English jurisdiction is represented. The foreign stations contributed nearly £3,500.

Both the Girls' and the Boys' Institutions are committed to large expenditures. It will shortly be necessary to remove the former from Clapham Junction to a more remote position, while the foundation of the new Junior Boys School at Bushey will entail a considerably larger annual expenditure. The Benevolent Institution has also increased the annuities payable to both aged Freemasons and widows. The call of the Masonic Peace Memorial Fund has not yet been satisfied, and at least a further £200,000 is required. There is also a fourth institution, the Freemasons' Hospital and Nursing Home, which has to be maintained and which does not make an annual appeal to the Craft. Already in seven years it has for outgrown its accommodation, and, reluctantly, the Committee are compelled frequently to turn away urgent cases on account of lack of room. Within a short time an enlargement scheme will be placed before English Freemasons, and this will entail a considerable but necessary outlay.

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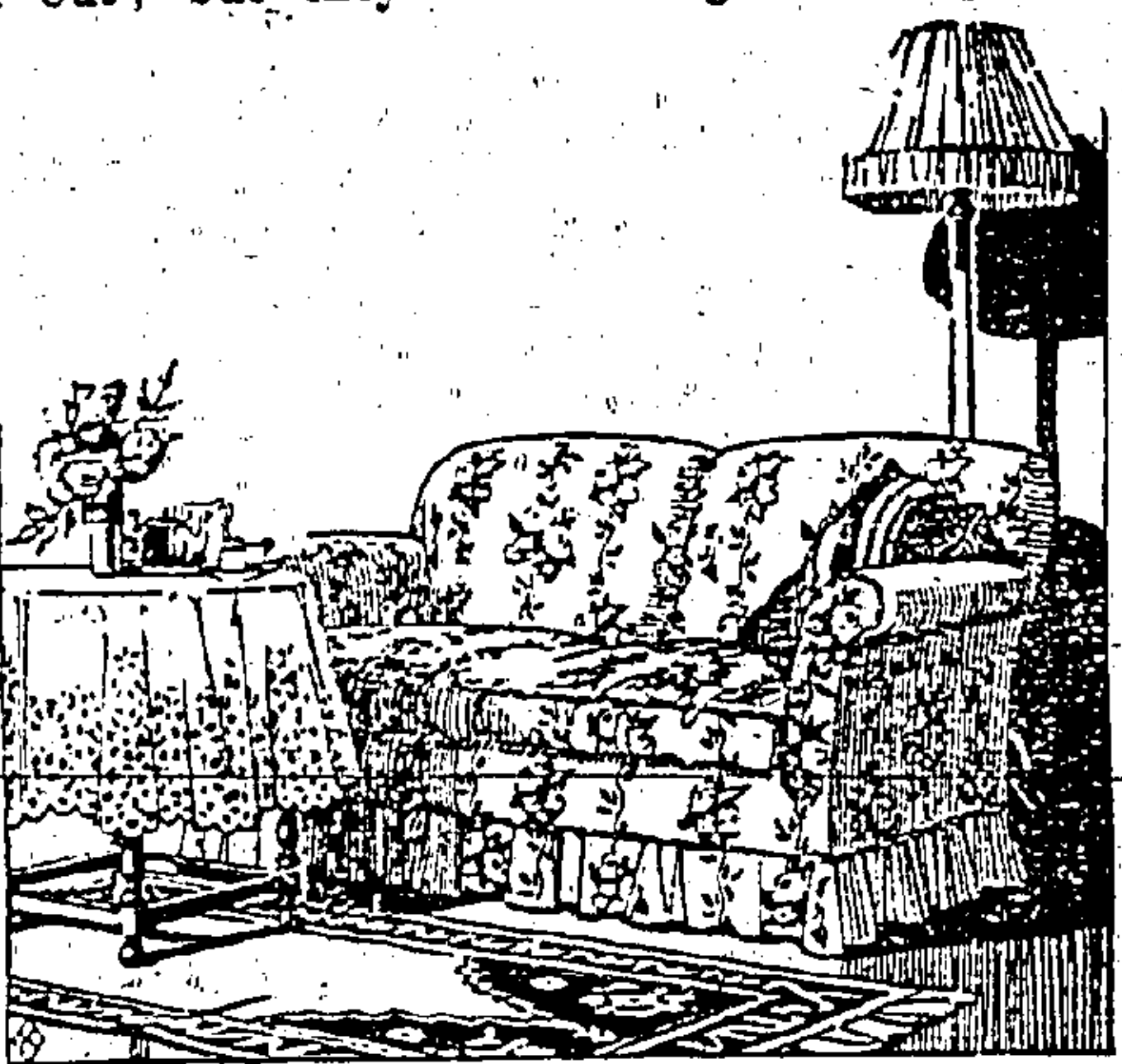
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MY VISIT TO RUSSIA.

I.—AN IMPRESSION OF MOSCOW.

[BY ROBERT BOOTHBY, M.P.]

[Mr. Robert Boothby, the Unionist member for East Aberdeenshire, visited Russia with three other Unionist M.P.s. They spent part of April and May, 1926, in Moscow, and afterwards Mr. Boothby, Sir Frank Nelson and Colonel T. C. R. Moore published a statement recording their impressions which attracted a good deal of attention. Mr. Boothby has written for us three articles going into certain matters with more detail than was then possible.]

By what standards are we to judge the Moscow of to-day? The standard of pre-war Moscow? The standard of a western European capital? It is really impossible to say. Allowance must be made for the havoc wrought by war, famine, pestilence and revolution. Also for the fact that Moscow is to-day (if it has not always been) an Oriental city. But when all is said and done the people do not enjoy a degree of comfort, a standard of life, which we in this country would consider tolerable. Moscow is clearly better off to-day than two years ago. But it is no advertisement for Communism.

The first glimpse of the crowded streets—of strange people jostling each other in their efforts to avoid annihilation by motor-cars which dashed along at a pace calculated to turn the most intrepid Parisian tax-driver green with envy, to the accompaniment of ear-splitting horns, exceeding in pungency and horror anything the Italians can produce—was exciting. Everywhere the Tartar type predominated, and the quaint and varying headgear which surmounted their flat Mongolian features added to the strangeness of the scene. Luxurious taxis for foreigners, uncomfortable taxis for Bolshevik officials, filthy droshkies driven by filthy old men, peasant carts carrying their produce to market, with here and there the Rolls-Royce of a Commissar—of such is the traffic.

RICH SHOPS.

There are shops—rather rich shops—but nobody ever seems to buy anything in them. Perhaps they are just for show. The petty trading is done chiefly in the bazaars, which resemble those of any other Oriental town, and by means of street peddling. To drive in an ordinary taxi is a little better. For the paying of the streets is abominable and the risk of death by carping or by collision is definitely too high. Little electric trams run about and are always packed, but they have an unfortunate habit of hurtling downhill and staggering up, so that the wary traveller will probably come to the conclusion that it is both safest and cheapest to commit his or her body to one of the six hundred Leyland buses, if it is essential to commit it to something. These buses give one a thrill of national pride. They are so competent and British and, sailing majestically through the turmoil, contrive to assume an air of conscious superiority.

The Kremlin, to anyone who sees it for the first time, is impressive. Under the present régime it is almost overwhelming, for the Bolsheviks know how to get their effects. We saw it first at dusk, when the famous wall which surrounds it assumes gigantic proportions. Behind the spires of a hundred churches were faintly discernible in the twilight. In front, the sentries. And surmounting all, illuminated by electric light, there hung listlessly a red flag—the symbol of power in Russia to-day.

A few days later we were taken round the Kremlin, and stood upon a terrace overlooking the river, winding its way through the city and beyond. Moscow lay at our feet, and over Moscow a haze shimmered in the afternoon sun. A bell rang out; then another; and suddenly the whole air seemed to be filled with the sound of many bells merging themselves into a single vibrant note. The scene was memorable, and the city resembled Fez in the poignancy of its beauty.

In front of the Kremlin stands the shrine of Lenin, in which the body of the Dictator lies embalmed. At certain times the crowd passes through to pay homage to the creator of Russian Communism. Within a few hundred yards, at the entrance to Red Square, there is another shrine—the shrine of the Iberian Virgin. Here candles burn day and night, and here also many persons may be seen on their knees crossing themselves. "Religion is the opiate of the people," according to the Soviet authorities, who have placarded the city with this and similar information. But the campaign against Christianity has failed. The priests may have been killed. The churches remain. Once more the choirs sing, the candles are lit, the devout pray. Religion, the Bolsheviks have found, is a force to be reckoned with.

MILITARY REVIEW.

On May Day they held a great military review in Red Square. Bands played and the red flag waved as "Budyen's" cavalry clattered past the Lenin shrine where stood Voroshilov, the Commander-in-Chief, and Stalin "the man of to-day," pale and sombre. Overhead the aeroplanes roared, and one wondered what the effect of it all would have been on some of our Labour pacifists. However, none was there—only four Tories and a Liberal. Some 15,000 troops took part, and there was a crowd (ruthlessly controlled by military police) of about the same number. At the conclusion of the review began the Grand March: First of the Be-bannered Comrades, which continued, without a moment's cessation, all day, amidst great shouting and a prolonged, discordant wail from microphones dotted all over the town.

How many of the comrades took part in this warlike affair of their own free will no one could say. Some of them looked bored to distraction. But the children, at least, seemed to be enjoying themselves, and most of them looked remarkably fit. What is going to be the effect of a Communist education upon these children when they grow up? That is one of the riddles of the future, and

UGLY SLANG.

WHY SHOULD WE APE THE UNITED STATES?

UNINTELLIGENT SLOVENLINESS.

[BY JOHN MURPHY]

I can understand the creation and use of slang in the United States, where there is a mixed nation that cares nothing about the tradition and growth of the English language and is anxious to express its new individuality in its own way, but I really cannot understand why English people should be so ready to absorb American slang and even to invent horrible slang words of their own.

In a recent lawsuit one of the witnesses, recalling a conversation, made use of the words "up to him" and "proposition," whereupon the Lord Chief Justice remarked: "That is the new language; I hope he understood it."

I have no doubt he did, for many people seem to understand slang better than English, but it is really deplorable that people should want to debase their own language in such a manner. If there is a richer, a subtler language than English, I have yet to be told of it, but if one listens to an average conversation one is just as likely as not to hear very little true English.

MONGRELISED TALK.

Ordinary talk is becoming terribly mongrelised, and people seem to imagine that there is something excessively clever in using all sorts of slang words and expressions. But, as a matter of fact, it is not clever at all—rather it is a sign of lack of imagination and of dense ignorance. Now and then, it is true, a slang phrase has an apt vividness, but people who use slang habitually lose all sense of proportion, and turn the English language into a nightmare of ugliness and fatuity.

If the Americans want to build up a language of their own, let them; but can't we be content with the language which has given us the greatest literature in the world and is as much part of England as the very soil?

SPURIOUS SMARTNESS.

The constant use of slang is a form of unintelligent slovenliness that ought to be eradicated. It not merely poisons English speech, but I believe that it also cheapens thought. The spurious smartness of the slang repartee, which is so common, is degrading to the intelligence and leads to the vulgarisation of ideas.

Indeed, how could one expect noble thoughts or beautiful fancies to be given out in slang! I have never discovered the word "stunt" in Shakespeare, nor have I ever heard that Shelley called anybody an "old bean" in a poem.—*Daily Mail.*

the answer to it may well be fraught with danger.

With the exception of a few vagrant children—pathetic little figures huddled together on the pavement—there were no visible signs of destitution or of starvation. Some of the housing conditions were deplorable, especially amongst the survivors of the ancient régime. But against this must be put the comparative cleanliness of the streets, and the total absence of disorder. It is possible to walk about Moscow at all hours of the night in perfect safety.

THE PEOPLE.

And the people? One could make nothing of them. After all these years they might have been expected to take some interest in foreigners—to stare, perhaps to laugh at us as we passed. On the contrary, they were courteous, but displayed no curiosity whatsoever. Beneath their mask-like countenances it was impossible to detect any emotions. Only there was an inward brooding look in their eyes. Of what were they thinking? Obviously they were sad—but then they have always been sad. Were they desperately unhappy? Did they loathe, tolerate, or approve of the system under which they lived? Probably they did not know, and would have answered if questioned, "It is inevitable. It is no great matter (*nichero*)."

Even the prisoners we sometimes saw being marched through the streets by armed guards of that monstrous G.P.U., seemed hardly concerned. Only in the opera-house or the concert hall did one catch a glimpse of the soul of the people. There the audiences listened to music with a kind of savage intensity.

One evening at the opera they were doing *Prince Igor*; a lot of funny little Frenchmen, a Communist delegation of some sort or another, began to chatter towards the end of the first act. They were not biased. But the audience concentrated upon them a kind of dull, resentful hostility, appalling in its silent force. They chattered no more. Another night, the Moscow symphony orchestra gave a Scriabin concert in the conservatorium. A grave young man called Sofranitsky played the concerto for piano and orchestra with a restrained passion and power that was impressive. But during the "Poème de l'Extase," which was superbly played, the audience was simply transported, and the sense of rhythm, surging through the hall, became almost intoxicating. It would be true to say that in Russia music is the opiate of the people. Listening to it, they forget politics, anxieties, fears. For the time, nothing else matters.

One thing they have accomplished, and that is the sweeping away of class distinctions, as we understand them. True there is a sort of bureaucratic bourgeoisie composed of Government officials, but no classes. Only a thousand types. And a thousand contradictions, which render any sweeping judgments on Moscow, or indeed on Russia, quite ludicrous. All opinions are open to the fiercest criticism and practically none can apply to the situation as a whole. I remember one evening going for a long walk outside the city. The setting sun lit up and burnished the domes of the churches. From a thousand masheds the red flag flew. And for every flag there glittered a challenging golden crucifix. A strange contradiction, and significant, of the Russia of to-day.—*The Spectator.*



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HONGKONG

FRANCE'S FINANCES.

BARON D'ERLANGER'S SCHEME.

50 MILLIARD FRANC BUDGET.

An address in French on the financial situation of France was delivered at the Institut Français du Royaume-Uni, South Kensington, by Baron Emile d'Erlanger. He said that up to the present all the efforts of successive Ministers of Finance had been concentrated on the equilibrium of the Budget, but any effective programme must aim at the simultaneous equilibrium of the Budget and the stabilisation of the currency. In any well-considered project for the reform of the French Budget the aim should be that the service of the National Debt should not exceed 50 per cent. of the total figure of the Budget.

The first condition in the task of restoring French finances to normal conditions was to abandon the system of thinking and reckoning in paper francs, and to substitute thinking and reckoning in gold. In eight years England, despite a reduction of taxation and the consolidation of its war debt to the United States, had been able to resume the gold standard and to balance its Budget of £200,000,000, which, for a population of 40,000,000, was equivalent to an average expenditure per head of £20; and who could deny that France, rich as she was, and having a similar population of 40,000,000, could easily bear a taxation of an average of £10 per head? That would be equal to a Budget of £400,000,000, equivalent to ten milliards of pre-war francs, weighing 0.3236 grammes of gold. He would be surprised if in ten years the combined yearly instalments of war debt to be paid to England and the United States were made to exceed 55 per cent. of the internal debt service, or five milliard paper francs. The total service of the National Debt, which for 1926-27 required twenty milliards, would then require 25 milliards. If the service of the Public Debt were not to exceed 50 per cent. of the total Budget, the latter would have to be computed at 50 milliard francs—but francs which must be the equivalent of £400,000,000, or of ten milliard francs containing 0.3236 grammes of gold. That would mean the reduction of the pre-war franc by a fifth, i.e., to 0.6472 grammes, equivalent to an exchange of 1961 to the pound.

WHAT FRANCE MIGHT HAVE.

According to this formula France would have a Budget of 50 milliard francs of 0.6472 grammes of gold; of this total 25 milliards would be devoted to the Public Debt, and out of that 25 milliards £1,150,000,000 would go to the political debt. Twenty-five milliards would be left for the public services. The speaker went on to insist that the balancing of the Budget and the reduction of the gold weight of the franc from 0.3236 grammes to 0.6472 grammes would be doomed to failure unless measures were taken to ensure the stability of the new gold standard.

The suggestion that France as a result of the war was poverty-stricken, even ruined, had been preached to such an extent that the masses of people had ended in believing it. But while France had suffered more severely than any other nation, she had really also gained more, thanks to her rare vitality. She had reconquered Alsace and Lorraine, with their augmented prosperity; despite her terrible losses of men she had become the home of hundreds of thousands of immigrant workers whose descendants would be real French people; her agriculture and her industries generally had been reconstituted with an astonishing rapidity, and were to-day enjoying a prosperity beating all records; factories had been modernised; and there was no unemployment. "Compare this state of things," said Baron d'Erlanger, "with that which prevails in other countries of old Europe. He closed with the expression of a hope and belief, which evoked much cheering, that in these conditions France would not allow herself to be stricken down by the legacy of internal political dissensions.

The Hon. George Peel, author of "The Financial Crisis of France," who presided, said that the economic situation that had arisen in France since the victorious war presented a truly formidable problem. But the extraordinary prosperity of the industries of France furnished a striking illustration of what the country was capable of accomplishing amid grave difficulties; and the friends of France must feel confident that, victorious yesterday on the field of battle, she must emerge victorious out of the financial situation of to-day. (Cheers.)

EXCHANGE RATES

[BRITISH WIRELESS SERVICE.]

	RUGBY, July 27th
Paris	1994
Brussels	1994
Amsterdam	12.10
Berlin	20.42
Copenhagen	19.84
Vienna	34.42
Helsingfors	1994
Lisbon	21.17/32
Buenos Aires	45.75/16
Shanghai	2/10 1/2
Yokohama	1/11 1/2
New York	4.86 3/16
Geneva	25.11
Milan	151 1/2
Stockholm	18.16
Oslo	22.15
Prague	104 1/2
Madrid	31.54
Rio	7 1/2
Bombay	1/5.25/37
Hongkong	2/3 1/2
Silver (spot)	2 1/2
Silver (forward)	29.9/16

RUBBER COMPANY SENSATION.

OUTPUT HALF OF THE ESTIMATE.

LABOUR SHORTAGE.

Investors in the many new rubber companies which made their appearance during the boom last year have received a shock in the form of a circular issued by the directors of the Borneo Rubber Estates, Ltd.

The circular shows that the company, instead of obtaining its full rubber requirements from its trees, has actually been compelled to buy a quantity of rubber in the market in order to carry out sale contracts.

DIRECTORS.

The Borneo Rubber Estates, Ltd., issued its prospectus in August last, when the public were invited to apply for 800,000 shares of 2s. each. The directors were then Lord Gisborough, Sir Byron Peters, K.B.E., Mr. Lewis Charles Bernacchi, O.B.E., and Sir Robert Lynn, M.P. In the circular the name of Sir Byron Peters no longer appears as a director.

According to the prospectus it was estimated that the crop of rubber for the next five years would start with 350,000 lbs. to 360,000 lbs. per annum, rising steadily to 435,000 lbs. per annum. It was also estimated that a profit of more than 55 per cent. would be earned on capital.

Applications by the public for the issue were so eager that the list was closed at 10.45 a.m. on the opening day, having been heavily oversubscribed, and the shares last year reached a price of more than 3s. each. They were changing hands at 1s.

AGENTS' REPORT.

In the circular issued the directors state that a firm of local agents is of opinion that the estimate of 350,000 lbs. per annum could be attained, and that it should be possible to average that quantity yearly for the next eight years, "but at the expiration of that period the rubber trees would be of little value."

The monthly output has fallen considerably short of the estimated quantities, "and the company," write the directors, "had in consequence to buy rubber at relatively high prices to cover the existing sale contracts."

The shortage is ascribed solely to shortage of labour. The report contained in the prospectus, however, stated that "a very contented lot of Javanese coolies have been got together—more than is necessary for present requirements."

For the first eleven months the estate produced only 183,035 lbs. of rubber.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	JULY 29TH, 1926.
Hongkong Bank	11.30 sa.
Do. London	2131 nom.
Chartered Bank	220 1/2 buy.
Mercantile Bank, A. & B.	220 1/2 nom.
Do.	218 1/2 nom.
P. & O. Bank	224 buy.
East Asia Bank	224 buy.
Canton Insurance	2630 buy, 240 sel.
China Underwriters	1250 buy.
North China Insurance	114 nom.
Union Insurance	231 nom.
Yangtze Insurance	235 nom.
China Fire Insurance	2300 buy.
Hongkong Fire Insurance	2390 buy.
Douglases	230 buy.
H.K. U. & M. Steamboats	234 buy.
Hongkong Tugs	234 nom.
Indo-China (Prod.)	230 buy.
Do. (Def.)	240 nom.
Shell Transport	240 sel.
Star Line	267 1/2 nom.
Steamships	245 nom.
China Sugar	244 buy.
Malayan Rubber	244 buy.
Benguet	244 buy.
Kailan Mining	240 nom.
Langkai (combined)	244 buy.
Do. (single)	244 nom.
Shanghai Explorations	244 nom.
Shanghai Loans	244 nom.
Bank	244 nom.
Tonghai Mines	244 buy.
Ural Caspian	244 nom.
H.K. & K. Wharves	244 buy.
H.K. & W. Docks	244 nom.
Hongkong	244 nom.
New Singapore	244 buy.
Shanghai Docks	244 buy.
H.K. & S. Hotel	244 sel.
Hongkong Land	244 buy.
Hongkong Realty	244 sel.
H.K. Territorials	244 nom.
H.K. Developments	244 sel.
Humphreys Estates	244 buy.
Prince's Buildings	244 buy.
Rural Lands	244 buy.
Ewo Cotton	244 buy.
Rentals	244 buy, 270 sel.
Shanghai Options (old)	244 sel.
Do. (new)	244 buy.
China Buses	244 nom.
Hongkong Tramways	244 nom.
Peak Tram (old)	244 buy.
Do. (new)	244 nom.
Singapore Tractions	244 buy, 12 sel.
Taxis	244 sel.
Amusements	244 nom.
Canton Ice	244 nom.
Cement (combined)	244 nom.
Do. (old)	244 nom.
Do. (new)	244 nom.
China Lights (combined)	244 sel.
Do. (old)	244 sel.
Do. (new)	244 nom.
China Providents	244 sel.
Constructions	244 nom.
Dairy Farms	244 buy.
Der A. Wings	244 sel.
Hongkong Electric	244 nom.
Macao Electric	244 nom.
H.K. Ropes (combined)	244 sel.
Do. (old)	244 sel.
Do. (new)	244 sel.
Laos Overland	244 nom.
Mackintosh	244 nom.
Shippers	244 nom.
United Alabaster	244 nom.
Watsons (old)	244 nom.
Wm. Powell	244 nom.
buy—buyers; sel.—sellers; sa.—sales	nom.—nominal.

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London, July 2nd.

Over half the cotton mills in the Bolton district are almost without coal, and the slack with which they are supplied is in many cases unsuitable.

A number of mills have converted their machinery to the use of oil fuel, which is found cheaper than foreign coal.

The authorities have permitted all the firms to continue for a further week on 75 per cent. of the normal quantity of fuel consumption, but, owing to the shortage of supplies in Lancashire, it is feared that the consumption will soon have to be considerably restricted.

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CAFE PARISIEN.

CIVIL ACTION AT THE SUMMARY COURT.

CLAIMS AND A COUNTERCLAIM.

A further sequel to the Cafe Parisien fracas, which resulted in lengthy hearings at the Police Court, was heard before Mr. Justice Wood, at the Summary Court yesterday, when the parties appeared in a civil action.

Mrs. Taylor claimed \$988.12 from Mr. J. L. Durand and Madame Flint (the management of the Cafe Restaurant Parisien) for alleged breach of contract. This sum included salary, board, and passage money to and from Shanghai. Mr. Taylor on the same ground claimed \$875.

Mrs. Durand and Madame Flint counter-claimed for \$1,000. They claimed a sum of \$186.88, being money received by Mr. and Mrs. Taylor from customers at the cafe. The damages were claimed in respect of breach of contract on the part of Mr. and Mrs. Taylor, who had left the Cafe without notice and without just cause. Mr. Durand and Madame Flint limited their claim for damages to \$813.13, plus the return of 186.88 so as to bring the total claim within the jurisdiction of the Court.

Mr. G. S. Hugh-Jones appeared for Mr. Durand and Madame Flint, and Mr. M. Watson, represented Mr. and Mrs. Taylor.

Mr. Watson said that his clients admitted taking the sum of \$186.88, and they were setting it off against the counterclaim.

"TERMS OF EMPLOYMENT."

Outlining his case, Mr. Hugh-Jones said his claim was for damages for breach of contract. Mr. and Mrs. Taylor arrived in Hongkong on July 5th and they were jointly engaged at a salary of \$500 including board. The period of employment was three months, and the possibility of a longer period later, if everything was satisfactory. It was agreed that if their services were not satisfactory, the Cafe Restaurant Parisien should pay their passages back to Shanghai.

Continuing, he said that Mr. Durand had previously engaged a Mr. and Mrs. Williams from Shanghai, but Mr. Williams could not come and recommended that Mr. and Mrs. Taylor should be accepted on the same terms offered to him. They arrived in Hongkong on July 5th and worked until July 15th. Since then they had not presented themselves at the Cafe. Mr. Durand and Madame Flint would say that they had never dismissed Mr. and Mrs. Taylor.

OFFER OF RE-INSTATEMENT.

Mr. Durand was then called. He denied that he had dismissed Mrs. Taylor on July 15th. Since Mr. and Mrs. Taylor left, he had failed to get a manager. They were willing to re-employ Mr. and Mrs. Taylor on certain terms.

Cross-examined by Mr. Watson, he denied that he had promised Mr. Williams, of Shanghai, that he would pay his fare to Hongkong. Neither had he authorised Mr. Williams to tell Mr. and Mrs. Taylor that he would do so. He agreed that he was obliged by the terms of the contract to provide board for Mr. and Mrs. Taylor, but only on condition that it was taken in the restaurant.

Witness also agreed that when Mr. and Mrs. Taylor arrived on July 5th he took them to the Hotel Metropole, and that the Restaurant was not opened until the 10th. He agreed that he was responsible for paying their board until then.

His Lordship: Do you think you had reasonable cause to dismiss them?—Yes.

DENIALS.

Further questioned by Mr. Watson, witness denied that he had told Mrs. Taylor in express terms that she was dismissed.

Mr. Watson: Furthermore, you told her at the time that you were going upstairs to write a letter of dismissal?—Never.

At the time you were writing that letter the trouble arose between you and Mr. Taylor?—Not at all; it was between Mrs. Taylor and myself.

Did you kick Mrs. Taylor and did you use abusive language towards her?—I did not kick her. I merely pushed her.

In respect of kicking Mrs. Taylor you were convicted at the Police Court?—I was convicted, but I still deny it.

You were also bound over in respect of abusive language and disorderly conduct towards Mrs. Taylor?—Yes.

After such conduct towards Mrs. Taylor, don't you think it was quite impossible for her to go on working with you?—I don't know.

His Lordship repeated the question, and witness said that it was true that he had been convicted and fined for his alleged conduct towards Mrs. Taylor, but he still denied that he had so acted towards her.

Mr. Watson: I put it to you quite frankly that your temperament or habits are such that on this night they reached their culminating point, and you kicked and abused Mrs. Taylor?—I deny it.

ANOTHER MAN DISMISSED.

Questioned as to whether the management had employed another person after the Taylors left, witness said that another man had been employed. He agreed that this person left after two days. He, personally, had nothing to do with the matter. The man came with his wife for ten days' trial. On the first day he was not satisfactory, and on the second day Madame Flint sent him away, and paid him for ten days' work. This man had also taken out a summons against the management.

SLAPPED HIS FACE.

Re-examined by Mr. Hugh-Jones, witness said that during the altercation on the night of July 14th Mrs. Taylor slapped him twice on the face, and he merely pushed her away. But notwithstanding the trouble which had arisen between them, he was willing to give Mr. and Mrs. Taylor another trial.

Referred to the letter, which Mr. Watson had termed "the letter of dismissal," witness said that it was a letter which he was told to write on the instructions of Madame Flint. It was to contain instructions for Mrs. Taylor to the effect that she should look after the restaurant generally, but have nothing to do with the bar.

Replying to his Lordship, witness said that he was willing to pay Mr. and Mrs. Taylor's passages back to Shanghai.

Madame Flint denied having dismissed Mrs. Taylor.

Mr. Watson put it to her that she got hold of Mrs. Taylor and dragged her out of the Cafe. This the witness denied.

IMPOSSIBLE TO CONTINUE.

Before calling his witnesses, Mr. Watson said that his case was that his clients were actually dismissed. Under the circumstances they could no longer carry on with the contract. It was clearly a case where the claims were a joint one, and notice to one was notice to both.

In answer to his Lordship, Mr. Watson agreed that the question centred on the conduct of Mr. Durand towards Mrs. Taylor. The conduct of the man had made it impossible for a man and wife to continue in his employment.

EXPENSES GUARANTEED.

Mr. Taylor gave details of how he and his wife were engaged, and said that on their arrival, they were met by Mr. Durand, introduced to Madame Flint, and later lodged at the Hotel Metropole. He and his wife had to pay \$18 a day there for a room. Mr. Durand had told him to make out a list of expenses from Nanking to Shanghai, and from Shanghai to Hongkong, and he would pay them. The list had never in fact been made out, because he had never been in need of money, and, moreover, he was kept busy at the Cafe. He thought of discussing the question of expenses at the end of the month, when his salary became due.

"EXCITABLE PERSONS."

He soon realised that Mr. Durand and Madame Flint were very excitable persons, but nothing very much happened until July 14th. Madame Flint had told Mrs. Taylor to go. He returned with his wife to the Cafe and about midnight his wife complained to him that she had been kicked and abused by Mr. Durand. He then rushed upstairs in a violent temper and knocked Durand through the window with a chair.

"CROWNED" WITH A CHAIR.

Mrs. Taylor corroborated her husband's evidence in regard to the terms of the agreement and the promise made by Mr. Durand to pay all travelling expenses. On the afternoon of July 14th, Madame Flint pushed her out of the Cafe, and later in the day, she returned, as Mr. Durand had promised to give her a letter of dismissal. On being accosted, he reiterated his promise, but did not carry it out. She asked him again at about 12 o'clock, and he then kicked and abused her. She then informed her husband, who rushed upstairs, and "crowned" Durand with a chair.

SEEN AND HEARD.

Mr. Cotton, assistant manager at the Cafe, who had been subpoenaed, said that during an altercation between Mr. Durand and Mrs. Taylor at 12 midnight, he saw the former rise his foot as if he were attempting to kick Mrs. Taylor. He also heard Mr. Durand tell Mrs. Taylor that she was discharged.

Mr. Hugh-Jones pointed out to witness that he had not said that at the Magistrate's. He replied that he had not mentioned it, because the Magistrate had not asked him.

At this stage, his Lordship adjourned the case until 10 a.m. to-day, and requested the solicitors to accompany him to his Chambers.

MURDER AND SUICIDE.

DOUBLE TRAGEDY IN KOWLOON.

A LEAP TO DEATH.

Police reports yesterday contained details of a double tragedy which resulted from a quarrel in Kowloon. One coolie was severely wounded with a chopper, and subsequently died from his injuries; while his alleged assailant committed suicide by jumping from a second floor verandah.

From the meagre details available, it appears that two Chinese had a quarrel, and as a result of this, one of them, a coolie of the Kowloon Godowns, was attacked in Haiphong Road, about eleven o'clock on Tuesday night by the other man, who was armed with a chopper. It appears that the coolie received a severe scalp wound, and had to be removed to hospital in a very critical condition. The wounded man, who was 45 years of age, died at the hospital yesterday morning.

After wounding the man the alleged assailant, who was over 60 years of age, ran to the verandah on the second floor of No. 9, Haiphong Road, and jumped over, being killed instantly.

CHINA DISPENSARY FINED.

SUMMONED UNDER FOOD AND DRUGS ACT.

IODINE BELOW STANDARD.

At the Central Magistracy yesterday, before Mr. R. E. Lindsell, the manager of the China Dispensary was summoned under the Food and Drugs Act, the summons being brought by Sanitary Inspector Ponsford.

The charge was one of supplying drugs (tincture of iodine) other than indicated in a prescription.

Mr. E. S. C. Brooks, who appeared for the defence, formally pleaded guilty, remarking that he understood the drug was not up to the usual standard.

Mr. E. R. Dovey, Government Analyst, said there should have been .025 grammes of iodine in one millilitre, which was 1/28th part of an ounce. The iodine which was analysed was found to contain .0903 grammes of iodine, which was a deficiency of nearly 20 per cent. In England, a margin of 10 per cent. error was allowed, but the deficiency would not greatly affect the efficiency of the iodine.

Examined by Mr. E. S. C. Brooks, who appeared for the defence, witness said he had examined many samples, and in one other case there was a deficiency of five or six per cent. Speaking from memory, he believed there had been a previous prosecution against the firm.

The defendant, giving evidence, said the tincture of iodine came from England in large bottles, after which it was put into smaller ones. It had not been tampered with, and, as far as he knew, was the same as when it was sent from England.

A fine of \$50 was imposed.

PRATAS WIRELESS STATION.

OFFICIALLY OPENED.

Following the official opening of the new wireless station on the Pratas Shoals, the Chinese cruiser *Hai Lung* has returned to Hongkong.

The cruiser left Hongkong for the Pratas on Sunday, and the official opening of the station took place on Monday afternoon.

The official party, besides the Commander of the First Chinese Squadron, Rear-Admiral C. L. Chen, and the Director of the Chinese Coastguard Administration, Rear-Admiral C. C. Hsu, included four representatives of the Hongkong Chinese General Chamber of Commerce, and the Commissioner of the Maritime Customs for Kowloon District, Mr. N. R. M. Shaw. Pressure of work, brought on chiefly by the weather conditions of the previous week, prevented many Hongkong officials from attending.

A landing was made by motor-boat and the official ceremony followed. Refreshments were served by caterers (both foreign and Chinese style) from Hongkong.

A stone is set on the island recording the names of those who took part in the construction of this highly appreciated station for broadcasting weather reports by wireless.

On arrival here, Admiral Hsu transhipped to the *s.s. President Madison*, by which he is going to Shanghai. After a stay of two or three days more, the *Hai Lung* may go to Foochow.

A TYPHOON INCIDENT.

BODIES WASHED ASHORE NEAR GAP ROCK.

SEQUEL TO JUNK-WRECK.

Another incident of the typhoon of last week has come to light, through a report which has been made to the Water Police by the survivors from an Aberdeen fishing junk, which was wrecked near Gap Rock during the height of the gale last Thursday morning.

The junk left Aberdeen on Wednesday morning of last week with a fairly big crew, the exact number of which has not yet been ascertained. They were unaware of the proximity of the typhoon, and did not know that typhoon signals were hoisted later in the day. Thus they were caught unprepared at 7 a.m. on Thursday morning and the junk received the full force of the typhoon, which, it will be remembered, passed within a few miles of Gap Rock.

The junk was struck by a strong force of wind from the North-East and was blown on the rocks at Hai Pong Chau. She was capsized and badly broken-up. Twelve members of the crew were drowned, and the report made to the Water Police yesterday states that their bodies have now been seen, some floating about, and others washed up at Hai Pong Chau. The derelict of the junk is reported to be drifting in the vicinity of Gap Rock.

It was learned last evening that the Water Police are despatching a launch to the scene of the wreck to-day for the purpose of recovering the bodies.

COBHAM'S FLIGHT.

ARRANGEMENTS FOR STAY IN SINGAPORE.

No definite information is yet available as to Mr. Cobham's plans between Rangoon and Singapore, the aviator, as already announced, having reached the former place on the 25th inst. It seems likely that the airman will cover the distance from Rangoon to Singapore in quick time.

According to the *Straits Times*, Mr. Cobham will spend the night in Singapore, and will attend a dinner arranged by the Ex-Service Flying Association. The intermediate fuelling stations are Victoria Point and Penang.

From Singapore onwards the Asiatic Petroleum Company have arranged for supplies of fuel to be available at Muntok (Banks), Batavia, Surabaya, Bima (Island of Soembawa), and Kupang (Island of Timor).

On the last lap of the journey, between Kupang and Port Darwin, Mr. Cobham has to say goodbye to the land altogether and cross a long stretch of open sea.

At Singapore three alternative arrangements have been made for Mr. Cobham's alighting, and his decision will be cabled down from Rangoon or Penang. The most probable place is in the harbour near the Yacht Club, but if that is not practicable he will either land in the fairway at Tanjong Pagar, where there is a long stretch of sheltered water but fairly strong current, or in the Empire Dock, which is smooth water, but does not provide too much room for alighting.

GHOULS IN GAOL.

GRAVE-DIGGERS STRIP THE DEAD OF THEIR JEWELS.

All France has been shocked by scandalous revelations in the little town of Levallois. Five grave-diggers used to be employed at the municipal cemetery there, but lately their work got in arrears and the council appointed a sixth man to help in the digging. This appointment caused great embarrassment to the five old hands, for they had long been in the habit of shamelessly rifling the graves of jewels, reliquaries, crucifixes, and so forth, and disposing of them to dealers in stolen goods. After some hesitation the newcomer was taken into the conspiracy, and the six men might have continued their nefarious work if the latest arrival had not discovered that his comrades were keeping more than their fair share of the plunder. In a rage he informed the municipality, and all the grave-diggers of Levallois are now in the hands of the police.

The first stage of the long-looked-for ideal of a Karachi University became a fact, accomplished with the recent opening of the new law college on the premises of the Dayaram Jethmal Sind College, by the Judicial Commissioner of Sind, Mr. C. A. Kincaid, C.V.O. An address was delivered by Mr. Khulmat Pahlmal, principal of the new law college.

LABOUR TROUBLES IN CANTON.

SPECIAL COMMISSION APPOINTED.

M. BORODIN TO INSPECT TROOPS AT SHIU KWAN.

THE WAR LEVY.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang is appointing a special commission to settle the dispute between the Kuomintang Workers' Conference and the Central Labour Union. Mr. Shu Jen, the chief of the Labour Division of the Kuomintang Central Executive Committee, will be chairman and there will be three representatives from each of the contending groups. The Workers' Conference allege that some of its members have been killed by the Central Labour Union and on July 18th the Conference pickets took Mr. Chan Sum, a leader of the Central Labour Union, into custody without the aid of the police, an action contrary to Kuomintang regulations governing labour pickets. It is this action which brought matters to a head between the two parties and this will be the chief question which the newly appointed commission will be called upon to settle.

TROUBLE FEARED.

It is feared that the departure of General Chiang Kai Shek for the front and the collection of the war levy will be the signal for considerable trouble in the Province of Kwangtung. The Chao-mei districts (Swatow) are protesting against having to raise \$2,000,000 whilst only \$3,000,000 is expected from the rest of the Province. (It will be remembered that the Eastern districts were ordered to raise \$2,000,000 as a punishment for the help given to General Chan Kwing Ming in his abortive campaign against Canton last year). The Canton Strike Committee are expressing dissatisfaction over the refusal of the Kuomintang to allow them to participate in the Canton-Hongkong conference and trouble is anticipated in this quarter, as a consequence. Moreover, in the absence of newspapers rumours circulate freely and add to the general feeling of disquiet.

POSTMEN'S THREATS.

The Canton Postmen's Union is again talking of a strike because their terms or demands have not been acceded by the Post Office authorities. It is suggested that the strike will commence on or about August 1st and recently a member of the indoor staff of the Chinese Post Office in Canton received a threatening letter.

M. BORODIN.

M. Borodin, the Soviet High Commissioner to South China, was to have left Canton on Tuesday last for Shiu Kwan to inspect the Kuomintang troops, but he did not go. It is expected now that he will accompany General Chiang Kai Shek. General Chiang saw most of his staff depart for the front on July 27th. Whilst General Chiang Kai Shek is absent General Li Tsai Shin will be in supreme command in Kwangtung and General Huang Shao Hing in Kwangsi.

NEWSPAPER PRINTERS' DEMANDS.

The printing staff of *Yin Chiang Pao* and other newspapers of Canton City have put forward the following conditions for resuming work:—(1) The *Yin Chiang Pao* to publish an apology for having published a telegram from the Central Labour Union which was unfavourable to the Kuomintang Workers' Conference; (2) All workers to receive an increase of wages; (3) No editorial comments, news, or advertising matter criticising adversely workers and farmers to be published by any newspaper; (4) No newspaper to suspend publication without the consent of the workers, and discharged workers to be given two months' pay.

The newspapers in Canton, except the *Min Kuo Jih Pao* and the *Kuo Min Sen Wen*, condemn the demands of the workers as outrageous. Up to July 28th, there was no settlement and the Canton newspaper owners state that there will be no discussion whatsoever on the attempt of the printers to dictate editorial policy. They admit the possibility of a conference over the questions of wages and service conditions.

BLOCKADE OF WUCHOW.

THE QUESTIONS IN HOUSE OF COMMONS.

MR. EUGENE CHEN'S CABLE TO MR. TREVELYAN.

The Canton Foreign Office has authorised the publication of the following cable which Mr. Eugene Chen, the Acting Minister for Foreign Affairs, dispatched to Mr. C. P. Trevelyan, Labour member of the House of Commons, who recently questioned Sir Austen Chamberlain on the subject of the British blockade of the Port of Wuchow:

Referring to Sir Austen Chamberlain's reply to your question regarding the British blockade of the port of Wuchow I have to state that the Canton Government did not issue instructions that facilities should be provided because the British have no treaty-right to insist on the Chinese authorities providing pilotage for British warships in Chinese inland waters. The Canton Foreign Office, however, requested the Chinese authorities at Wuchow to facilitate the passage of the British gunboats which the Acting British Consul-General stated were already en route to recover the body of a dead Britisher. The Wuchow authorities accordingly extended facilities including presents of food and, finally, pilots whose pay was borne by the Chinese authorities.

As Chinese pilots in Wuchow have for more than a year refused to serve on British trading ships, their objection was naturally stronger to serving on board British warships. But the Chinese authorities eventually induced them to agree to do so in view of the object of the British Mission, the dead being specially sacred with our people.

Because there was inevitable delay in the pilots going on board, the British Senior Naval Officer showed himself (as Sir Austen Chamberlain suggests) "most capable in using his discretion" by blocking the Chinese port of Wuchow for ten hours and thus committing an overt act of war against the Nationalist Government of Canton.

The British Senior Naval Officer doubtless has British precedent for this act of "international brigandage." But it is action of this sort that is forcing Chinese nationalists to realise the hollowness of British Official declarations affirming friendship for China and respect for independence and sovereignty.

(Sd.) CHEN YU JEN,
Acting Minister for Foreign Affairs.

STATEMENT IN THE COMMONS.

The following are the reports cable by Reuter and received through the British Wireless Service upon which Mr. Eugene Chen based the reply given above:

London, July 21st.

Sir Austen Chamberlain, replying in the House of Commons to a question by Mr. C. P. Trevelyan (Labour), in regard to the closing of the port of Wuchow for ten hours on June 24th, by the British Senior Naval Officer, after reciting the facts of the case said that His Majesty's Government still awaited further and detailed information, but, in view of the instructions issued by the Canton Government that facilities should be provided, the Foreign Office was inclined to the view that the responsibility for the incident rested with the local Chinese authorities.

ANY PRECEDENT?

Mr. Trevelyan asked if there was any precedent for British Naval Officers using their discretion in their relations with foreign Powers without reference to the Home Government.

Sir Austen replied that happily for the British Empire and the peace of the world there was plenty of precedent. British Naval Officers had always shown themselves most capable of using their discretion. (Ministerial cheers.)

[BRITISH WIRELESS SERVICE]

THE FACTS.

The facts known to the Foreign Office, as related by Sir Austen Chamberlain, were that after the murder of a British subject (Mr. J. M. Phillips of the A.P.C.), three British ships were proceeding, at the request of the British Acting Consul-General, to visit the neighbourhood to investigate the circumstances of the crime.

The Canton Government said that they had ordered the local authorities to afford the British ships all facilities at Wuchow.

However, an anti-foreign organisation which the local Government appeared at first to have been unwilling or unable to control, caused obstruction regarding the engagement of pilots. After several days' fruitless negotiations, the Senior Naval Officer was obliged to resort to other measures and he took steps to close the port. It proved unnecessary, said Sir Austen, to stop shipping as pilots were furnished and the ships proceeded.

PROFESSOR LANGSNER IN COURT.

BOUND OVER FOR ASSAULT.

TO PAY \$10 COMPENSATION.

The case in which Professor Maximilian Langsner, the telephatist, was charged with assaulting the head "boy" at the Hongkong Hotel, was concluded before Mr. R. E. Lindsell, at the Central Magistracy yesterday.

A conviction was recorded by his Worship, who bound the Professor over in a personal bond of \$50 for a period of six months to keep the peace, and further ordered him to pay \$10 as compensation to the complainant.

At the previous hearing, an adjournment was made to enable witnesses for the defence to be called.

When the case was resumed yesterday, Mr. Maurice Regad, the Professor's secretary, gave evidence of the incident, which occurred at table during dinner on July 20th.

"WHAT THE 'BOY' DID."

Mr. Regad stated that they went to a table near a verandah, when the "boy" told them they could not have a certain table. The "boy" stood behind the Professor's chair, and, although told to go away several times, he refused to do so. The Professor, rising slightly from his chair, pushed the "boy" and the latter fell.

The Professor asked for the Manager to be called, but the complainant brought a chair book instead, and laid it on the table. The book was thrown away and complainant was asked to call another "boy" to serve at the table. Complainant, however, persisted in staying and stamped his foot.

Replying to Mr. R. A. Wadson, who appeared for the hotel "boy," witness said that when the manager was asked for, the complainant did bring a head "boy" who did nothing beyond speak to the other in Chinese. Asked if the Professor was angry, witness said that he was and that he (witness) would have felt the same under the circumstances.

In reply to further questions, witness explained that the complainant was standing on the verandah when he held the chair.

The Professor said that he had another witness, a European member of the hotel staff, who had promised to attend Court, but had not come.

Mr. Lindsell remarked that he could not make a further adjournment.

UNGOVERNABLE TEMPER.

Addressing his Worship, Mr. Wadson referred to the fact that the complainant was an old and valued servant of the hotel, and was one of the few who remained at his duties throughout the strike. Mr. Wadson submitted that on account of the Professor's un governable temper he had knocked the "boy" down, and, from his point of view, he had been so badly treated that the other servants in the hotel refused to wait on the defendant. It was only with great difficulty that they were persuaded to do so.

In conclusion, Mr. Wadson asked his Worship to fine defendant and make an order for compensation for the "boy."

Mr. Lindsell remarked that it was quite clear that there must have been some misunderstanding, as the defendant and complainant did not understand each other's language. He thought the Professor actually did push or hit the "boy" so that he fell. He would record a conviction on the assault charge; the Professor would be bound over in a bond of \$50 for a period of six months to keep the peace, and would have to pay \$10 compensation to the hotel "boy."

CONSTABLE CHARGED AT KOWLOON.

ALLEGED THEFT OF WATCH.

ACCUSED OF LYING.

Before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday, a Shantung constable, attached to the Mongkok Police Station, who is alleged to have stolen a watch from a prisoner arrested for breach of the Opium Ordinance, was charged with larceny, and alternatively with misbehaving himself as a police constable by telling lies.

In answer to the first charge, the defendant pleaded that he took the watch from the arrested man whilst searching him, but he had no intention of stealing it. Regarding the second count, the defendant said that he was obliged to tell lies to the Inspector, as he had lost the watch.

His Worship entered a plea of "Not Guilty" on the first count and "Guilty" on the second. The case was provisionally fixed for to-day.

CARGO PILFERED.

TIN PLATES STOLEN DURING THE TYPHOON.

ALLEGATIONS AGAINST LIGHTER'S CREW.

Alleged to have been concerned in pilfering from a cargo of 14,000 cases of tin plates which were brought into the Colony by the s.s. *Speybank* for the Standard Oil Company, eight members of the crew of one of the Company's lighters, appeared on remand at the Kowloon Magistracy yesterday before Mr. J. H. B. Nihill.

Accused were charged with the larceny of 16 cases of tin plates, which comprised part of the consignment imported by the Standard Oil Company.

Mr. F. G. Vaux prosecuted and Mr. W. B. Hind defended six of the eight men.

Mr. Vaux applied for the withdrawal of the charge against the eighth defendant, stating that this man was a cook on the lighter in question, the *Delaware*, and would, at a later stage, be put into the witness box to give evidence.

On the application of Mr. Vaux, his Worship amended the charges to read that the larceny was in Tsun Wan Bay, instead of Victoria Harbour.

CASE OUTLINED.

Outlining the case, Mr. Vaux said that a consignment of 14,000 cases of tin plates arrived in Hongkong for the Standard Oil Company by the s.s. *Speybank*. Some were delivered direct to the godown, but part of the consignment was transferred to three of the Company's lighters. The cargo consisted of 3,000 cases measuring 10 by 20, and 11,000 cases measuring 14 by 18. This was a very peculiar size, and nobody else in the Colony ever had any of this size. After the cargo on board the lighter *Delaware* had been tallied and put into the storehouse, a witness, who would give evidence, asked the first defendant, who was the No. 1 tallyman, if he had delivered the complete consignment of cargo taken from the *Speybank*. This question was asked as a precaution, in view of previous pilferage of cargo.

TRANSFERRED TO SAMPAN.

Shortly after the cargo had been stored, the typhoon signals were hoisted and the lighter proceeded to Tsun Wan Bay to take shelter. On the 20th, the master of a ship, also in this Bay, saw members of the crew unloading what appeared to be tin plates into a sampan. The Standard Oil Company were informed and a report was then made to the police. Subsequent inquiries resulted in sixteen cases being found at No. 13, Tung Street. Giving evidence, Mr. W. C. Kailley, Superintendent at the Standard Oil Company's Lai Chi Kok installation, and the witness referred to by Mr. Vaux, corroborated the solicitor's statement with regard to the unloading of the cargo from the lighter. He said that the figures of the tallyman on board the *Speybank* agreed with the figures of the first defendant, when the cargo was put into the storehouse at Lai Chi Kok. He asked the first defendant if he had delivered all the cargo he had taken from the ship, and the man replied that there were no more cases on board the lighter.

FIGURES AGREE.

In answer to questions by Mr. Hind, witness said the defendant delivered 4,695 cases, which number agreed with the ship's tallyman's figures. It was hardly possible for cases to be put into the small storehouse on the lighter by certain members of the crew without the remaining members knowing about it, as the boat was very open and the cases were so heavy that they could not fail to be seen.

Capt. Muir, of the s.s. *Wing On*, gave evidence relating to the transference of cargo from the lighter to a sampan at Tsun Wan Bay.

After hearing further evidence, his Worship adjourned the case until this afternoon.

THEFTS.

LOSSES AT KOWLOON DOCKS AND GOVERNMENT LABORATORY.

Police reports yesterday contained details of three thefts, two of which occurred at the Kowloon Docks, and the other at the Government Laboratory.

Mr. Forsyth, engineer, 2, Havelock Terrace, Kowloon-Docks, reported that sometime between July 23rd and the 27th some person stole from his house three pieces of jewellery, valued \$40; two valve wireless set, value \$80; and a pocket book containing private papers and \$2 in money.

The other robbery was reported by Mr. Elias, No. 1, Tantalum Terrace, Kowloon Docks, who states that between July 16th and yesterday, various articles, to the total value of \$60.50, were stolen from his daughter's bedroom. These include a silver manicure set, a silver tray, a silver basket, a fountain pen, and a purse containing \$2.50 in money.

Mr. E. R. Dovey, Government Analyst, reported that a platinum instrument has been stolen from a room in the Government Laboratory in Eastern Street. The value of the instrument is \$7.

Wm. POWELL, Ltd.

Telephone C. 4578.

OUR SUMMER SALE.

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Bargains will be found in every Department throughout the Store.

An Early Visit will amply Repay You.

SEE WINDOWS.

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COLUMBIA RECORD ALBUMS

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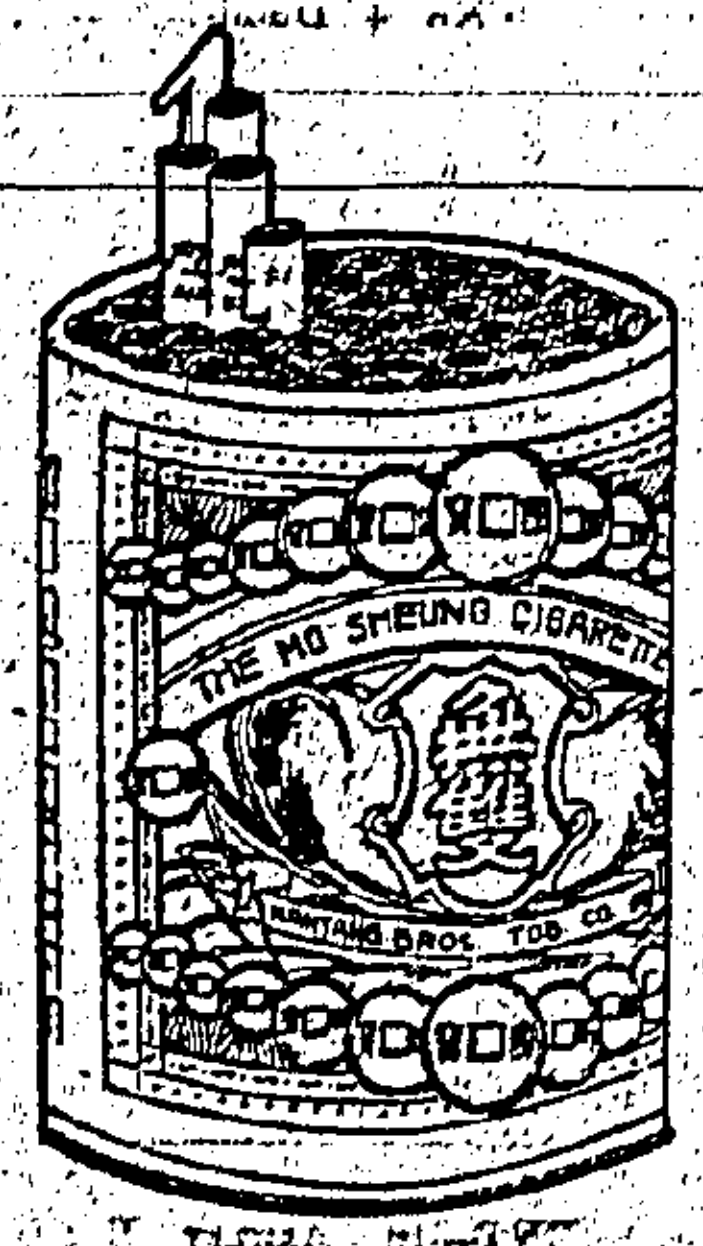
They have rapidly come into favour with

discriminating smokers

owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.
On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



NEW ADVERTISEMENTS.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 29th AUGUST, 1926.
Hongkong, 28th July, 1926. [3827]

PEAK CHURCH.

ON the SUNDAYS in AUGUST there will be EVENING SERVICE in the PEAK CHURCH at 6.30 P.M. when the Preacher will be Rev. A. D. STEWART, M.A., Head Master of St. Paul's College. All Seats are Free and Unappropriated. [3828]

HONGKONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT

VOLUNTEER PARADE GROUND.

AT 9.15 P.M. ON FRIDAY, 6th AUGUST, 1926.

BAND OF THE EAST SURREY REGIMENT.

TICKETS of ADMISION: \$1.00 are obtainable at ANDERSON'S MUSIC Co., and VOLUNTEER HEADQUARTERS. [3828]

G. R.

NOTICE.

HONGKONG WATERWORKS.

IT IS HEREBY NOTIFIED that On and After WEDNESDAY, the 28th INSTANT, an endeavour will be made to give a SUPPLY of WATER Throughout the PEAK and High Level Districts between the Hours of 10 A.M. and 12 Noon and 6 P.M. and 8 P.M. As there is only a Limited Quantity of Water Available, the Hours of Supply will be curtailed without Further Notice, should this Average Quantity be Overdrawn during the above stated Periods.

Standpipes for General Use will be Available during the Morning Supply Only, at the following Places:—

"REDHILL" Corner PLANTATION ROAD.
PEAK CLUB, PLUNKETT'S ROAD.
MT. KELLET ROAD (Des VOIX VILLAS).
BARKER ROAD TRAM STATION.
JUNCTION OF BARKER AND STUBBS ROADS.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hongkong, 27th July, 1926. [3825]

G. R.

NOTICE.

HONGKONG WATERWORKS.

IT IS HEREBY NOTIFIED that Owing to DAMAGE caused to the WATERWORKS, the Public are Recommended TO BOIL ALL WATER Used for Potable Purposes until Further Notice.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hongkong, 21st July, 1926. [3801]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAMSHUPO in the Colony of Hongkong, and registered at the Land Office as NEW KOWLOON INLAND LOT No. 949, Together with Three Buildings thereon in course of construction at CHEUNG SHA WAN ROAD.

Annual Crown Rent: \$32.00.
Area: 3,340 square feet or thereabouts.

BY MR. E. V. M. R. DE SOUSA, Auctioneer,

AT THE CHINA AUCTION ROOMS,

4, DUNDALL STREET, HONGKONG,

WEDNESDAY, the 11th DAY of AUGUST,

1926, at 3 O'CLOCK P.M.

For Further Particulars and Conditions of Sale, Apply to:—

MISSISS. GEO. K. HALL BRUTON & CO.,

Mortgagees' Solicitors,

St. George's Building, Chater Road,

or to

MR. E. V. M. R. DE SOUSA,

Auctioneer,

No. 4, Dundall Street,

Dated the 25th day of July 1926. [3822]

HONGKONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 50 Cents Per Share has been Declared Payable on THURSDAY, 26th AUGUST NEXT, on and after which Date Dividend Warrants may be obtained upon Application at the Registered Office of the Company, CHATER ROAD EAST, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBER'S of the Company will be CLOSED from FRIDAY, 13th AUGUST, to THURSDAY, 26th AUGUST, 1926, both days inclusive.

By Order of the Board,
W. F. STIMMONS,
Secretary.

26th July, 1926. [3819]

FOR RENT—16, ASHLEY ROAD, KOW-

LOON, Central, near Star Theatre. Six

Rooms, Verandah, Two Open Air Roofs,

Small Yard, Immediate Tenancy. Hongkong

SMALL INVESTORS SHARE & REAL ESTATE

Co. Tel. 4630. [192]

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at \$150 and upwards. These comfortable residences, on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429]

NOTICE.

IN Consequence of Constant Enquiries which have been addressed to me, I beg to state that I am not, nor have I ever been, the Secretary or a Director of the HONGKONG DEVELOPMENT BUILDING AND SAVINGS SOCIETY, LTD.

EDWARD M. RAYMOND,
1, Lee House Street, Hongkong.

PEAK TRAMWAYS COMPANY, LIMITED.

UNTIL Further Notice THE PEAK TRAMS WILL RUN BETWEEN KENNEDY ROAD and BARKER ROAD as Per TIME TABLE Below:—

SUNDAYS AND WEEK DAYS					
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
	.00	.00	.00	.00	
.00	.10	.10	.15	.10	
7.10	10.20	1.20	4.30	7.20	10.05
.30	.30	1.30	4.40	.30	10.35
.45	.40	.40	.50	.40	
	.50	.50		.50	

U.S. HURRICANE.

DAMAGE ESTIMATED AT MILLIONS OF DOLLARS.

STEAMER IN DISTRESS: YACHTS SUNK.

HAYOC IN THE BAHAMAS.

[REUTERS' AMERICAN SERVICE.]

MIAMI (Miami), July 28th.

Several Florida cities were severely damaged by a hurricane from the Caribbean with its centre between Miami and Jupiter Inlet.

The damage at Palm Beach is estimated at a million dollars.

Forty yachts and houseboats were sunk.

At Lakeworth the Italian steamer *Ansaldo San Giorgio II*, is distressed in the centre of the hurricane, with a number of passengers on board.

Efforts to reach her by wireless were unsuccessful. Two American steamers are searching for the vessel.

Reports from Nassau assess the storm damage in the Bahamas at \$3,000,000.

[THROUGH REUTER'S AGENCY.]

THEOSOPHICAL MOVEMENT.

WORLD CENTRES OF STAR OF EAST ORDER.

OMMEN, July 28th.

The Secretary has announced that the Order of the Star of the East is being organised in four world centres, namely, Adyar (India) Ommen, Sydney and Ojai (California).

Krishnamurti has stated he will reside in the Castle of Eerde for three months yearly, making it the headquarters of the movement.

BRITAIN AND CHINA.

FORMER'S DESIRE TO CO-OPERATE AND HELP.

LORD BALFOUR'S VIEWS.

LONDON, July 27th.

In the House of Lords, replying to Lord Parmoor with regard to China, Lord Balfour referred to the growth of national self-consciousness in China, and emphasised that so far as he was aware, no nation entertained the fantastic notion of a kind of military alliance among Western nations for the purpose of coercing China. The British Government desired to interfere with the internal affairs of China as little as possible. China must work out her own salvation, though in doing so they appeared to be making many mistakes. Unfortunately, those mistakes reacted upon us, but the British Government most earnestly desired to co-operate with China and help China, where it legitimately could, to recognise that the British and Chinese, so far as commerce and economic affairs were concerned, had a common interest, and that as regards the organisation of their own country our hope was that there would be no difficulty in their managing their own internal affairs.

CUSTOMS DIFFICULTIES.

There were difficulties in connection with the Maritime Customs and other points connected with Treaty rights which certainly required modification and reform, and the British Government sympathised with that movement wherever it could be legitimately taken. It was quite impossible for the British Government in connection with all these commercial and judicial affairs simply to say that all the international structure built up in the last eighty years would be summarily removed, but the British Government most earnestly desired both the good and the goodwill of China.

FEDERAL SYSTEM.

Lord Balfour, referring to the relations between Canton and Peking, alluded to the strong current of opinion running in the direction of some kind of federal system between the provinces of China, and said there was no reason to believe that China was more likely to be broken up owing to her present unhappy condition than she had been in many very critical and difficult periods of her history. Meanwhile, nothing could be more menacing in connection with the external relations of China than the present unhappy conditions, and all hoped that those conditions would be ameliorated, but he could not honestly say that they seemed to him to be in any process of rapid improvement.

PROHIBITION.

GENERAL ANDREWS AND BRITISH GOVERNMENT'S FAIRPLAY.

CONFERENCE CONCLUDED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 27th.

The American Prohibition Conference in London has concluded.

General Andrews, interviewed by Reuter, said he appreciated the British Government's spirit of fairness and sportsmanship, and referred to the happy issue of the Conference, at which remedial provisions against smugglers were concerted.

QUESTIONS IN COMMONS.

In the House of Commons, in reply to questions, Mr. Locker Lampson said the delegates of the Prohibition Conference had made definitive suggestions of an administrative nature, which the two Governments were considering. There had been no question of the extension of the right to search vessels.

[BRITISH WIRELESS SERVICE.]

USING BRITISH PORTS.

RUGBY, July 27th.

The discussions which have been taking place between representatives of the United States Government and of the British Government Departments concerned on the subject of the enforcement of the liquor prohibition laws, concluded at the Foreign Office to-day.

Mr. Locker Lampson, Secretary for Foreign Affairs, made a statement in the House of Commons this afternoon regarding them. He said that vessels engaged in liquor smuggling from this country frequently made use of the British flag and proceeded from ports and places within British jurisdiction. Questions had from time to time arisen between the Government of the United States and the British Government regarding this practice. It was decided that a meeting should take place in London between officials of the two Governments who should go fully into the matter. As the discussion was one between officials, no question of policy or politics arose.

FRANK DISCUSSIONS.

The first object of those present was to ascertain all the facts so that both sides could know fully and exactly what was taking place. It was felt that if this were done, with goodwill and in a sympathetic manner, it should be possible to devise means of overcoming the difficulties encountered in the respective countries in administering the law. The discussion was of a free and frank nature. Every fact or difficulty in the mind of either side was brought forward and discussed without reserve. Information in possession of each side supplemented that possessed by the other, and attention was concentrated upon infringements of the law which had been or were being committed by persons engaged in this traffic.

ILLEGAL REGISTRY.

In many cases, vessels had been on the British Register illegally and in certain cases, where they used ports or places in British Colonies, there appeared to be failure to comply with the definite provisions of the law relating to clearances and other matters. The object of the officials was to secure that these infringements of the law should be dealt with and should cease. There was no question of interfering with legitimate trade, which should have no difficulties in distinguishing itself from the illicit traffic.

With the object of securing observance of the law and reducing materially the causes of complaints and misunderstandings, officials had made definite suggestions of an administrative nature, and these were being considered by the two Governments. For obvious reasons, it was not desirable that the text of the suggestions should be published until they had been fully considered. There had been no question at this meeting of any extension of the right of search.

[THROUGH REUTER'S AGENCY.]

MINES BILL.

LABOUR MOTION FOR REJECTION DEFEATED.

LONDON, July 27th.

The House of Commons by 312 votes to 125 agreed to the third reading of the Mining Industry Reorganisation Bill, a Labourite motion for rejection being defeated.

TASK BEFORE FRANCE.

VOTES OF CONFIDENCE IN THE NEW GOVERNMENT.

M. POINCARE'S AIMS.

[THROUGH REUTER'S AGENCY.]

PARIS, July 27th.

The Government has demanded exceptional facilities for the passage of the financial proposals, including the postponements of all interpellations making this a question of confidence.

The Ministerial declaration, read in the Chamber and the Senate this afternoon, expressed absolute conviction of the possibility of rapidly improving French finances and restoring exchange. The result depended entirely on immediate and firm collaboration with the Government in the Chamber.

A Bill will be submitted forthwith to cover the deficit necessary to meet liabilities and in order to avoid for ever the risk of further inflation the Chamber will be asked to vote the balance of necessary revenue.

TAX ON WEALTH?

If the dire necessity of meeting obligations without delay compels an increase in indirect taxes, as the experts suggested, acquired wealth would be asked to make a reasonable contribution through direct taxation, part of which would form the annual contribution to the Sinking Fund for national defence bonds.

The statement adds:—"The creditor nations, whom France is firmly determined to pay to the full extent of her powers, are, like ourselves, anxious to terminate the financial crisis. We do not profess to be able to solve in a few weeks, or even months, the whole economic and financial problem, which is practically universal. Financial sickness has been forced upon us. The important thing is to take the matter really in hand. France has passed through sadder and more serious periods and has saved herself by union and energy. Victory to-day depends on the same conditions."

VOTES OF CONFIDENCE.

LATER.

At the conclusion of the reading of the Ministerial declaration, the Chamber by 358 votes to 131 expressed confidence in the Government, agreeing to postpone interpellations until the financial proposals were passed.

The Chamber also passed by 418 votes to 31 a resolution of confidence in the Cabinet, agreeing to the exceptional procedure suggested by the Government to speed up the passage of financial measures, including a time-limit on speeches.

CHAMBER ADJOURNS.

The Chamber decided that the Finance Committee must report on the Finance Bill within twenty-four hours. The Chamber then adjourned until Friday.

LONDON, July 27th.

The fluctuations in francs have moderated. French closed at 195½ and Belgian weakened to 196½.

GOVERNMENT'S PLANS.

PARIS, July 28th.

The Government financial plans are outlined in a statement, which says that the aims are the restoration of credit, the balancing of the Budget, the redemption of national debt, the repatriation of French capital invested abroad, the reduction of public expenditure and the immediate raising by new indirect taxation two-and-a-half milliards of francs which it is estimated will provide the necessary Treasury funds. The Government further propose to readjust various duties to increase railway rates and taxes on mineral waters, motor-cars, waterways, and business turnover and to revise Customs duties. Taxes on income from personal property will be increased by fifty per cent. Taxes on bearer securities will be reduced but others increased. Also estate duty and general income tax will be reduced.

LATEST FRANK RATE.

LONDON, July 28th.

The French franc on London closed yesterday at 195½, and opened to-day at 196½.

EMPIRE SETTLEMENT.

AUSTRALIA'S NEED FOR MEN FROM BRITAIN.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 27th.

Mr. Amery, Secretary for the Dominions, stated in the House of Commons that during the year ended May 31st last, 8,536 men, 6,893 women, and 11,036 children, making a total of 26,305 persons were assisted under the Empire Settlement Act to proceed to Australia. The numbers of emigrants to New Zealand assisted during the same period, were 2,587 men, 2,445 women, and 3,760 children, or a total of 8,797 persons.

Co-incidentally, in a speech at the annual meeting of the Empire Parliamentary Association, the Prime Minister made a declaration that "by far the most important thing for Australia, for the peace of the world and our own race is that there should grow up there a community larger than at present exists—a community of pure-bred stock from the British Isles." Mr. Baldwin added that he thought the forthcoming visit of the Delegation of Empire Parliamentary Association to Australia would do an immense amount of good. It had always seemed to him there was a real difficulty in understanding problems that had to be faced, even by men of our own blood, living on the other side of the world. It was only by close personal contact that we could really understand and sympathise.

PRINCE OF WALES.

IN CAMP AS COLONEL OF WELSH GUARDS.

RUGBY, July 27th.

The Prince of Wales is among the Welsh Guards now encamped in wooden huts at Pirbright Camp.

The Prince, who is Colonel-in-Chief of the Regiment, is taking part in ordinary field training. This morning, the Prince, riding his charger, placed himself at the head of the guards and led them over Chobham Ridge as a preliminary to extensive field operations.

BRITISH WIRELESS.

POWER AT RUGBY INCREASED TO FACILITATE RECEPTION.

RUGBY, July 27th.

The Postmaster-General was asked in the House of Commons what were the geographical limitations to the ability of the Rugby Wireless Station to reach ships at sea.

The Postmaster-General stated that the most difficult localities for reception appeared to be in the eastern part of the Pacific Ocean. The power at Rugby had been increased recently to facilitate reception in such localities. Experience showed that the messages were regularly received by ships in all parts of the world.

Replying to a further question regarding telephonic transmission from the Rugby Station, the Postmaster-General said there were still certain technical difficulties to be overcome before a Trans-Atlantic service could be opened. Experiments with this service were still proceeding. Until definite results were obtained, it was not possible to make any useful forecast as to the extension of wireless telephony to other countries.

[THROUGH REUTER'S AGENCY.]

WAR MEMORIAL SMASHED.

MENTALLY UNBALANCED RUSSIAN ARRESTED IN PARIS.

PARIS, July 27th.

The statue in the Place Etats Unis, in memory of Americans fallen in the war, representing a doughboy holding out his hand to a poilu, was smashed with a hammer by a Russian named Jarovenko, who has been arrested.

LATER.

The Russian, Jarovenko, who damaged the Franco-American memorial, explained to the police that his action was a protest against the American refusal of credits to France and the workers' consequent sufferings from the economic crisis.

Jarovenko apparently only meant to mutilate the statue of an American soldier, which was modelled after the American soldier-poet, Alan Seeger, who fell in the war, but besides smashing the doughboy's left arm, he damaged the poilu's right arm, to which the doughboy was holding out his hand. It was at this point that he was arrested. Jarovenko is believed to be mentally unbalanced.

BAN ON RELIGION.

CATHOLICS ACTIVE AND ANXIOUS IN MEXICO.

MAYOR HANGED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, July 27th.

Catholic churches throughout the country are most active in view of the fact that the usual forms of worship will cease on Sunday when the Government's religious regulations become effective. Masses are being said half-hourly by crowded congregations and thousands of children are being baptised. The Archbishop is most busy instructing the priests from the country districts with regard to their conduct during the crisis. It is believed that the majority of them will be taken into the families of Catholic laymen and that they will don mufti and pursue lay occupations until permitted to resume religious duties.

Government officials defend the action of President Calles in enforcing the Constitution and declare that Catholic reactionaries have been trying to participate in and control politics in Mexico ever since Mexico's independence from Spain.

MAYOR HANGED BY POPELACE.

MEXICO CITY, July 28th.

A message from Aguascalientes states that the Mayor of Nochistlan State, Senor Zacatecas, has been hanged by the infuriated populace because he fired on a priest.

Another report says the mob stoned the Mayor to death and killed all the members of his family.

AMERICAN INDUSTRIES.

MONTHLY REPORT OF FEDERAL RESERVE BANK.

WASHINGTON, July 28th.

The monthly report of the Federal Reserve Bank states that industrial activity in June was unchanged as compared with May, but was slightly above June of last year.

Iron, steel, copper, zinc and petroleum declined, while the consumption of the cotton output, foodstuffs, coal and cement increased.

The manufacture of automobiles decreased. Declines are reported in the pay-rolls of most textile mills.

The total volume of the wholesale and retail trade increased, as compared with June last year, with a slight increase in wholesale prices.

"MA" FERGUSON.

ANNOUNCES SHE WILL RESIGN IN AUTUMN.

New York, July 28th.

"Ma" Ferguson has announced she will resign in autumn, in accordance with an agreement with Attorney-General Moody, whose election to the Governorship is now inevitable.

AMERICANS ABROAD.

PRESIDENT AND FOREIGN COUNTRIES DIFFICULTIES.

New York, July 27th.

President Coolidge, speaking at Paul Smiths, New York State, hoped that Americans abroad would make allowance for conditions in the countries they were visiting and not indulge in unwarranted criticisms or recriminations.

President Coolidge's position has already been made clear to executive officers and, although no direct reference has been made to anti-American demonstrations in Europe the President is represented as believing that the attitude of irresponsibles should not be taken too seriously. Americans abroad should realize that the people of some countries are in a serious situation and that difficulties should be viewed sympathetically.

A MURDER CHARGE.

ATTORNEY GENERAL & ALCOHOL POISONING IN CANADA.

BUFFALO, July 27th.

The District Attorney has directed a murder charge to be entered against the person alleged to have dealt in the liquor which resulted in the wood alcohol poisoning fatalities.

Other sources of the deadly traffic are being followed up.

ANOTHER OUTRAGE.

BRITON ROBBED AND BEATEN BY SOLDIERS.

[THROUGH REUTER'S AGENCY.]

PEKING, July 28th.

The British Consul at Changsha reports that a Briton named Morgan was robbed and brutally bamboozed by General Yeh Kai Shin's retreating soldiers, near Yuanchiang, on the 14th inst.

INDO-CHINA'S GOVERNOR.

M. VARENNE TO REMAIN FOR FURTHER PERIOD.

LONDON, July 27th.

M. Varenne has confirmed his appointment as Governor-General of Indo-China for a further six years.

WHAT A GENERAL STRIKE MEANS.

22 MILLIONS FALL IN REVENUE.

BRITAIN'S FLOATING DEBT.

There was a net decrease of over twenty-two million pounds shown in the British Revenue returns for the April-June quarter, compared with the same quarter last year.

The total revenue was £146,546,694 against £169,187,110. The drop is no doubt chiefly due to the general strike and the coal stoppage.

Expenditure, at £224,860,373, was £4,401,495 higher than for the corresponding quarter of 1925.

There is usually a deficit in the revenue compared with the expenditure in the first quarter of the financial year, which begins on April 1st, but the fall in revenue coupled with the increase in expenditure makes the quarter's deficit over twenty-six millions greater than at this time last year, the figures for the two quarters being:—

	1926.	1925.
Expenditure	£224,860,373	£220,458,878
Revenue	£146,546,694	£169,187,110
Deficit	£78,313,679	£51,271,768

Increase in deficit.....£26,941,911
Decreases in revenue for the past quarter, compared with the quarter of last year:—

Property and income tax	£10,358,000
Super tax	4,810,000
Estates duties	2,250,000
Corporation tax	1,900,000
Stamps	870,000
Postal service	650,000
Telegraphs	110,000
Land tax, house duty and mineral rights duty	30,000
Special receipts	6,648,063

Increases comprise:—
Customs.....£1,896,000
Excise.....975,000
Motor vehicle duties.....251,000
Telephones.....300,000
Receipts from loans.....613,884
Crown lands.....20,000
Miscellaneous.....1,718,693

The floating debt at June 30th stood at £774,926,000, an increase of over 70 millions compared with March 31st, but a decrease of over 16 millions compared with June, 1925.

"SHERLOCK" AND THE "SPOOKS."

The journalist and literary man have a great "pull" over other people in that even when they take up causes they can make them contribute towards their living. Sir Arthur Conan Doyle has turned spiritualism into two books, a novel lately running in the magazine, and a *History of Spiritualism*. The *Times*, reviewing the *History*, says that its tone is often that of the Hebrew prophet, rather than the apologist anxious to conciliate opponents. The reviewer thinks that the book will satisfy and encourage spiritualists, but that it will make little impression on the unbelievers—but this applies to all controversial works. At any rate, the stories of eerie happenings, told by a practised novelist, are bound to be interesting. There is the interesting anecdote, for instance, about Sir William Crookes embracing a materialised entity, and not being quite sure whether it was not the medium! He should have gone on embracing until the light was turned on; but, being a scientist, perhaps he was shy.

They were discussing a wedding present, a silver butter dish, that they were sending off that morning.
"What shall we put on the card?" asked the wife.
"Oh," said the husband, preoccupied with his paper and coffee, "just the usual dope, I suppose; anything you like."
A few moments' thought followed, and then she handed him the card. It was inscribed, "For butter—or worse."



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"NORTH-CHINA DAILY NEWS"

SHANGHAI

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 28th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 3 p.m.
Barometer	29.77	29.70	29.80
Temperature	84	80	87
Humidity	77	87	70
Wind Direction	8	SW	SSW
Force	2	1	2
Weather	0	0	0
Rain	0.25	0.00	0.00

Highest open-air Temperature on 27th .. 83

Lowest open-air Temperature on 28th .. 80

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From July 29th to August 4th, 1926.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		Standard Time	Height	Standard Time	Height
Thurs.	29	h. m.	ft. in.	h. m.	ft. in.
		0 59	4 5	5 29	2 7
		0 17	7 0	7 5	1 0
Fri.	30	1 46	4 8	8 28	2 9
		1 15	6 2	7 54	1 0
Satur.	31	2 35	4 8	7 32	3 0
		2 23	5 0	8 44	3 0
Sun.	1	3 50	4 8	9 12	3 0
		3 50	4 8	9 35	2 8
Mon.	2	4 44	4 4	11 15	2 7
		4 34	4 4	10 25	3 1
Tues.	3	5 19	5 7	0 34	2 6
		5 36	4 2	11 14	3 3
Wed.	4	6 8	6 2	1 23	1 7
		6 12	4 1		

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WEEKLY PRESS, July to December

1925. Sold at 1/6 each.

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TEST MATCH.

ENGLAND SCORES 305 FOR FIVE WICKETS.

THE INEVITABLE DRAW.

[THROUGH REUTER'S AGENCY.]

MANCHESTER, July 27th.

The crowd swelled to 17,000 after lunch, but the announcement later in the afternoon that stumps would be drawn at six o'clock destroyed what little interest remained.

The game was inclined to be dull even though it was palpable that no decision could be reached. Hobbs brought off many beautiful strokes, but his batting lacked spirit. Ernest Tyldesley was much more lively, and since he is a Lancashire man, his was the most popular success.

HOBBS OUT.

The first 100 was not hoisted until play had been in progress two hours. The partnership added 35 more and then Hobbs attempting a drive, misjudged Grimmett's break and was caught by Ryder, fielding at extra-cover. Hobbs had been at the wickets for two hours and forty minutes, and his 74 included seven 4's.

BRIGHTER CRICKET.

Woolley joined Tyldesley, who had then scored 39, and for some time afterwards the cricket was much brighter. The two hundred went up without further loss after 215 minutes, but 25 runs later Tyldesley gave Oldfield a chance which was promptly accepted. The pair had scored 90 runs, and Tyldesley's share had been 42, while Woolley had hit 43. Tyldesley was at the crease for 169 minutes and he had displayed magnificent cutting and driving, having hit seven fours.

At the tea interval, the score stood at 230 (for 3 wickets), Woolley having just reached his 50 not out, and Hendren being not out without having opened his tally.

Woolley proceeded to an effort to force the pace after tea, and he hit Mailey out of the ground for a six. Soon after he essayed a similar shot but misjudged Mailey's ball and was caught at extra-cover, by Ryder. Woolley had scored 58 in 90 minutes, quite the brightest effort so far, and he had hit two sixes and five fours.

Hendren, who had scored only three in a partnership of 18 was joined by G. T. S. Stevens, who hit out lustily and had scored 34 in quick time before making a bad stroke in skying a full toss from Mailey which was caught by Bardsley at short-leg.

HENDREN SPEEDS UP.

Hendren had added five whilst Stevens was batting, but he opened his shoulders when joined by Kilner and secured the bulk of the 38 runs added without further loss before time was called.

The full scores were:—

Australia—1st Innings.

Woodfull, c Hendren, b Root	117
Bardsley, c Tyldesley, b Stevens ..	15
Macartney, b Chapman ..	109
Andrews, c Chapman, b Stevens ..	8
Ponsford, c and b Kilner ..	23
Richardson, c Woolley, b Stevens ..	20
Ryder, c Strudwick, b Root ..	3
Gregory, c Kilner, b Root ..	24
Oldfield, not out ..	12
Grimmett, c Stevens, b Tate ..	6
Mailey, b Tate ..	1
Extras ..	7
Total ..	335

Bowling.
Tate, 2 for 89; Root, 4 for 84; Kilner, 1 for 51; Stevens, 3 for 58; Woolley, 0 for 19.

England—1st Innings.

Hobbs, c Ryder, b Grimmett	74
Sutcliffe, c Oldfield, b Mailey ..	20
Tyldesley, c Oldfield, b Macartney ..	51
Woolley, c Ryder, b Mailey ..	58
Hendren, not out ..	32
G. T. S. Stevens, c Bardsley, b Mailey ..	24
Kilner, not out ..	9
Extras ..	7
Total (for 5 wickets) ..	305

Bowling.
Gregory, 0 for 17; Grimmett, 1 for 65; Macartney, 1 for 7; Mailey, 3 for 87; Ryder, 0 for 46; Richardson, 0 for 43; Andrews, 0 for 13.

THE COUNTY PROGRAMME.

ANOTHER WIN FOR LANCAHIRE.

LONDON, July 27th.

Playing at Bournemouth, Hampshire defeated Gloucester by 75 runs. The scores were:—

Hampshire, 159 and 204 for six (Gloucester declared).
Gloucester, 107 and 174.
The feature of the match was the performance of Newman. He was top scorer in Hampshire's first innings, making 68, and he took 14 of Gloucester's wickets—eight for 61 runs in the first innings, and six wickets for 87 runs in the second. Maad scored 50 in Hampshire's second knock.

(Continued on next column.)

DEEP SEA ANGLING COMPETITION.

18 COMPETITORS PARTICIPATE IN LAST NIGHT'S SPORT.

Eighteen competitors participated in the deep sea fishing competition, held last night under the auspices of the Hongkong Angling Club.

The weather was excellent and the water was calm; while some capital sport was obtained. The competition had been admirably arranged, and took place off the Kowloon Docks, a start being made following the arrival of the launch *Gerty*, which took competitors to the spot.

Fishing took place in darkness, that is without illumination from lights on the fishing boats.

Fishing boats were provided free of charge, and also Chinese fishing lines and worm bait. Other tackle and bait was permissible but was confined to the use of a rod or one handline, and had to be provided by the members themselves. The competition continued for two hours, and was started by a signal of whistles from the launch.

The President (Mr. W. E. L. Shenton) and the Vice-President (Mr. A. L. Shields) were judges.

Prizes for the best catch, as regards weight, also one for the biggest fish, were offered, provided same were sufficiently large to warrant a prize.

THE COMPETITORS.

The eighteen competitors were as follows:—Messrs. W. E. L. Shenton, A. L. Shields, E. B. C. Hornell (Hon. Secretary of the Club), J. Arnold, E. L. Sim, A. Gillard, A. N. Thornhill, Y. Abbas, T. Arnold, S. H. E. Backett, G. A. Walker, Leo D'Almada e Castro, N. A. Figueroa, A. C. Botelho, E. R. Childe, D. E. de Carvalho, W. H. B. Musket and Dr. S. C. Ho.

The names of the prize winners we hope to give in to-morrow's issue.

MATCH DRAWN.

The match between Essex and Middlesex, at Leyton, was drawn on account of rain. The scores were:—

Essex, 325.
Middlesex, 82 for one wicket.
For Essex, Morris made 76 and Douglas made 61. Middlesex had only lost one wicket when rain put a stop to any further play.

LANCASHIRE v. DERBYSHIRE.

Playing away at Chesterfield, Lancashire beat Derbyshire by an innings and 150 runs. The scores were:—

Lancashire, 325.
Derby, 129 and 48.

There were two centuries made in Lancashire's innings, Hallows making 100 and Watson 100. Taylor also added a useful 54.
Derbyshire failed to stand up to the bowling of B. Tyldesley, who took five wickets for 47 runs, in the first innings and five wickets for 18 runs in the second, thus getting 10 wickets for 32 runs. Macdonald also "came off" in the second innings, taking four wickets for 13 runs.

SUSSEX GAIN POINTS.

Playing at home at Brighton, Sussex gained a first innings win over Northamptonshire. The scores were:—

Sussex, 221 and 121.
Northants, 205 and 34 for one wicket.
Cook was the highest scorer for Sussex, making 64. In the home side's second innings, the batsmen were not comfortable against the bowling of Jupp, who took five wickets for 48 runs.

The highest score of the match was put up by Baginell of Northants, who made 80, whereas the Best Sussex bowler was Cox, who took five wickets for 32 runs.

A NARROW ADVANTAGE.

By the bare margin of two runs, Surrey gained a first innings win over Kent, in the match at the Oval. The scores were:—

Kent, 305.
For Kent, Ashdown made 150 (not out), the other batsmen not faring any too well against the bowling of Shepherd, who took five wickets for 84 runs.

Surrey just managed to get enough runs to win, thanks mainly to Jardine 58 and Jeacocke 61. After Surrey had been dismissed there was not time enough left for Kent to go in again.

DRAWN MATCH.

Playing at Worcester, Worcestershire drew with Warwickshire. The scores were:—

Worcester, 309 for nine wickets (declared).
Warwick, 158 for four wickets.
Fox made 122 (not out) for Worcester, and Parsons was top scorer for the visitors with 55 (not out). Rain interfered with play.

YORKSHIRE LOSE POINTS.
In Whysall's benefit match at Nottingham, Notts gained a first innings advantage over Yorkshire. The scores were:—

Notts, 285 and 155.
Yorkshire, 245 and 53 for one wicket.
Lilly scored 81 in Notts' first innings and Walker 50 (not out) in the second.
For Yorkshire, Holmes was top scorer with 77. Larwood took four wickets for 54 runs.

SOMERSET'S COLLAPSE.

Playing at Cardiff, Glamorgan defeated Somerset by an innings and 24 runs. The scores were:—

Somerset, 49 and 77.
Glamorgan, 160.
It was a bowler's wicket. In Somerset's first knock Arnott took five wickets for 29 runs and Mercer five for 27, whereas in the second innings, Mercer took five for 23 runs and Ryan four for 23.
In spite of the fact that Turnbull made 57 for Glamorgan, White, the Somerset bowler, had the good average of six wickets for 44 runs.



Two Arts—One Smoke

The artistic temperament expresses itself in many ways: but no matter what the medium of expression, artists the world over inevitably find themselves in complete agreement over the one best cigarette—the incomparable—

STATE EXPRESS

VIRGINIA CIGARETTES

555

Made by hand - one at a time

Made in London by Ardath Tobacco Co., Ltd.

THE FIRST "TAXI" TO THE DERBY.

[BY ERNEST SMITH.]

In the spring of 1899, there were forty motor-cabs put on the streets of London as an experiment. They looked like small bathing machines, and were piloted by top-hatted drivers perched high up behind a perpendicular steering wheel. There was no motor attached to register fares. The enterprise was a failure, and by the end of the year the cabs had all disappeared.

This was flying Fox's year, and the writer was commissioned to hire one of the new fangled conveyances to make the journey to Epsom Downs. It was the first motor-cab to attempt the great adventure. And it failed.

In London streets the cab was regarded as plying for ordinary hire, but when we stopped at a hostelry near Clapham Common for refreshment it dawned on our fellow-travellers that we were bound for the Derby.

The ostler there started the fun by bringing out a bucket of water, which he held in front of the radiator as if he were giving a horse a drink, and there were peals of laughter when he sponged the cab down. We pushed off to merry shouts of "Go it, Flying Fox," and drove along in the thick of traffic encouraged by friendly flicks of the whips of the spanking four-in-hands.

Then the cab became an intolerable nuisance. Something in the works went wrong, and it stuck in the fair-way. Some men jumped off a dray and helped us push the thing into a field, where we left it while the driver and I finished the journey on foot and reached the race-course in time to see Flying Fox win. Nothing would induce that motor-cab to start on the return journey, so, after waiting about for some hours, I was offered a lift in a dogcart, and the great adventure of being the first to "do" the Derby in a hackney motor-cab was not accomplished.

BLOW FOR LIPTON'S SHAREHOLDERS.

PROFITS REDUCED BY HALF.

The forthcoming report of Messrs. Lipton, Ltd., will be a serious disappointment to the 70,000 shareholders. The profit for the year ending March last was only £37,000, about half that for 1925. The share capital of the company is £2,250,000, of which £1,250,000 is in Ordinary shares, and £1,000,000 in Five per Cent. Preference shares. The profit falls short of meeting the combined debenture interest and Preference dividend.
The profits of the company have been declining rapidly. In 1923 a dividend of 12 per cent. was paid on the Ordinary shares; in 1924 10 per cent.; in 1925 the Ordinary dividend was passed, and now the dividend on the Nine per Cent. Preference shares is in arrears.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship "PEBU"

having arrived, Consignees of Cargo are hereby informed that all Goods are being loaded and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted, after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, 1926, 4 p.m., will be subject to Bent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aske on the 1st of July, 1926, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 6th of August, 1926, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD., Agents.

Hongkong, 28th July, 1926. [3814]

SOVIET LAND POLICY. EVICTION OF FORMER OWNERS.

Riga, June 28th.

The Soviet Commissariat of Agriculture announces that during the past three months it has "considerably speeded up the eviction campaign against the remnants of the Russian landowning class."

Since March 20th it has dispossessed and expelled 1,517 owners, together with their families, who, in conformity with Soviet law and with the neighbouring peasants' approval, had during the great land distribution of 1918-19, retained a small share of their former land for cultivation by their own labour. Last year the Soviet Government ordered the seizure of these remnants and the banishment of the present occupants to remote provinces, because they threatened by their superior education and experience to gain an undue influence over the peasantry.

The Commissariat of Agriculture says that during 1925 it dispossessed and expelled 1,296 such occupants, and that 2,800 still remain listed for immediate attention. The Commissariat adds that as expulsions involve each former owner's entire family it receives valuable homesteads with well-appointed buildings and equipment which the owners must leave standing.

The clothes of the London girl will weigh less than thirty ounces, it has been estimated. However, the cost will be estimated in pounds.—*Quiville Courier-Journal*.

Most men of letters are good listeners.—*Mr. St. John Ervine*.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.
FROM EUROPE.

THE Steamship "KNOXLEY HALL"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th August, 1936, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 11th August, 1936, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th July, 1936. [3899]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "TIRENIA"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 28th July.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1936. [3894]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "ANTILLOCHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 26th July.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 3rd August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1936. [3815]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GLENIFFRE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 30th July, 1936, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 29th July, 1936, at 10 a.m. Claims against the Steamer including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHEWSON & CO., LTD., Agents.

Hongkong, 23rd July, 1936. [3806]

THE NEW PAMPHLET

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

TWENTY-FOUR HOURS' NOTICE.

RECENT MASTER MARINER'S CASE RECALLED.

COMMENT ON SIR HENRY GOLLAN'S JUDGMENT.

In the Supreme Court recently, Mr. J. M. Anderson, Master Mariner, claimed from the Man Wing Steamship Company, \$1,315, being damages for salary in lieu of three months' notice. Captain Anderson lost his case, judgment being entered by the Chief Justice (Sir Henry Gollan) for the defendants.

Commenting on this judgment *Shipping and Engineering* says:—It is unnecessary for us to go over the evidence in full, but one ironical fact that impressed us was the suggestion by Mr. F. C. Jenkin, counsel for the defence, that it is the custom on China coasters to employ masters on 24 hours' notice. Bearing in mind Mr. Jenkin's prominent connection with the famous Kettlewell case, in which the custom of three months' notice was so much understood and accepted that it was hardly touched upon by either side, we can only smile—at the ways of lawyers. It may be remembered that in the same case, which may be said to have gone against Mr. Kettlewell on the whole, judgment was entered him for three months' salary in lieu of notice.

Sir Henry Gollan was the judge. Further proof, if such were needed, of the custom of three months' notice was furnished in the case of a foreign second officer who sued his former Chinese employer in the International Mixed Court at Shanghai, three months' salary to cover dismissal, being paid into court before the case was heard.

The strongest argument of all in regard to the three months' custom (or law) was furnished in the Hongkong Court on October 9th, 1933, when His Honour Mr. Justice Goffe, (now Chief Justice of the F.M.S.), in delivering a written judgment in favour of Captain J. Watson, formerly master of the s.s. *Gorgistan*, who claimed damages for wrongful dismissal, said, *inter alia*:—

"This is a claim for wrongful dismissal. Plaintiff, who is a master mariner, was in command of the steamship *Gorgistan*, of which the defendant is the owner. On September 4th last, the defendant by his representative, Mr. Mahomed Nemaze, gave the plaintiff oral notice that he was dismissed. The defendant claims to be entitled under the contract in the Articles to discharge the plaintiffs at 24 hours' notice. In my opinion he has no such right. This special contract in the Articles is made between the master as representing the owner and the rest of the ship's company. There is no such contract here between the master and the owner. Then it is argued that if there is no express contract, there must be an implied contract to that effect between master and owner. Here again the argument fails. There is an essential difference in status between the master of a ship and his ship's company. Various duties are cast upon him by law—he has responsibilities and powers which are not shared by his officers. It is impossible to imply against him a power of summary dismissal reserved to the owner by express contract with the rest of the crew. It is, I think, well settled that some notice that is reasonable notice is to be implied as a term of such contract or hiring as this. The case of *Green v. Wright I.C.P.D.*, 591 shows how in the absence of a clear contract to that effect the Courts lean against a power of summary dismissal. This case has been followed more than once in this Court, and judges sitting as a jury have held 3 months' to be a reasonable notice in the case of the master of a ship. The real determining cause of the dismissal is to be found in what took place on September 4th. It appears that on September 2nd, the ship came into harbour. Mr. Mahomed Nemaze came on board. On September 3rd, the plaintiff went to the office and presented for signature a cheque for the pay of the crew. Mr. Nemaze told him to wait. I may say that in this judgment throughout when I refer to anything done by the defendant I mean done by Mr. Mahomed Nemaze, who has apparently represented the defendant throughout. The plaintiff did not get any money and ultimately he returned to the vessel. At about 5.40 p.m. a Captain Adams came on board and informed the plaintiff that his (Adams') name was on the register as master, instead of the plaintiff. The plaintiff asked what this meant, and Adams replied that the office had told him that the plaintiff knew all about it. The plaintiff then opened a letter which had been handed to him by a clerk in the office and which had remained in his pocket until then. That letter read as follows:—'Hongkong, September 3rd, 1933. To Captain Watson, s.s. *Gorgistan*. 'Dear Sir, I am instructed by Mr. Nemaze to suspend you from command for the time being. Yours faithfully, (ed.) H. M. H. Nemaze.' Now, in my opinion, the plaintiff was entitled to a definite reply to his question. Neither on September 2nd or 3rd had he been told that suspension was coming or what effect it would have. The letter is silent on the question of pay. Suspension without pay would have put him in a serious position, which might last indefinitely. There was no reason why he should acquiesce in such an unsatisfactory situation. I am not surprised that ultimately he raised his voice and insisted on a definite decision. Mr. Nemaze has stated quite frankly that he believed himself entitled to dismiss the plaintiff at any time on 24 hours' notice. I am clear that nothing short took place on September 4th justifying summary dismissal, and I give judgment, therefore, in plaintiff's favour for claim and costs."

Judges, and especially British judges, of course, know their work and the law better than any poor layman like our

(Continued on next column.)

PEARL FISHING IN SCOTLAND.

SUMMER HOBBY THAT MAY EARN £100.

GEMS IN MUSSELS.

Pearl fishing has been resumed in Scotland, although it will be a few weeks before the best conditions for this little-known but highly profitable pastime are found.

The heavy and almost continuous rains in June retarded the operations, for the rivers are swollen and muddy, and the best results are obtained when the water is low and clear.

The rivers of Scotland which are most productive of pearls are the Ythan, Spey, Don, Tay, Esk, Earn, and Ugie. Pearls have also been found in the Kellie Burn, and it was after the finding of a fine specimen in this stream in 1921 that the Privy Council of Scotland issued a proclamation that all pearls found within the realm were to belong to the Crown.

NOT ENFORCED.

That proclamation has never been withdrawn, but it has long ceased to be enforced, and the pearl fishers continue to search the rivers for their own profit.

The pearl fisher's methods have changed little since primitive times. He uses a strange-looking flat-bottomed boat, a pail or box contrivance with a glass bottom, with which he eliminates the ripples on the water; the better to examine the bed of the river; and a cleft stick, fully six feet long, or an equal length of stiff, pointed wire, which thrust into the open shells of the pearl mussel, is closed on by the fish.

The mussel is then drawn on board and placed in a canvas or leather bag which the fisher carries over his shoulder. At the end of the day's fishing the pearler takes his catch to a dealer.

Every mussel, of course, does not contain a pearl, so that the fisher must examine every one before he can proceed to estimate the value of his catch. Ten or even twenty mussels may not produce among them a single pearl, but the fisher is amply repaid for his labour if he secures one or two of the right kind of mussels.

247. "CATCH."

Two summers ago, in four days' fishing on the River Earn, in Perthshire, three pearlers found some rare specimens. One in particular formed a perfect sphere, and its colour was excellent. A Perth jeweller paid the men £47 for this specimen.

This goes to show that pearl fishing in Scotland is still a paying occupation. In recent years, indeed, as much as £100 has been paid for a single Scottish pearl, but the pearl fishing in Scotland is not nearly so lucrative as it used to be. Tay pearls alone during the three years 1901 to 1904 fetched £10,000 in the London market.

A number of Scottish pearls are set in the ancient royal regalia of Scotland, while others adorned the gold circlet with which Robert the Bruce was crowned King of Scotland.

CHINA COAST OFFICERS.

RECENT CHANGES.

Mr. W. Peplow, chief officer, *Kiangsu*, is on reserve. Mr. J. W. Lamont, from reserve, has gone chief officer, *Kiangsu*.

Mr. J. R. Liley, chief officer, *Chihli*, has gone chief officer, *Shengking*. Mr. L. V. Rowe, chief officer, *Shengking*, is on reserve.

Captain A. McDowall, of the *Hain Peking*, is on reserve. Captain P. R. Purlow, of the *Suiyang*, has gone master, *Hain Peking*.

Mr. C. E. Fisher, chief officer, *Suiyang*, has gone acting master, same ship.

Mr. T. J. Torry, second engineer, *Chenan*, has gone second engineer, *Shansi*. Mr. M. W. Brown, second engineer, *Shansi*, has gone second engineer, *Chenan*.

Mr. A. Blair, third engineer, *Suiyang*, has gone second engineer, *Ichang*, has gone second engineer, *Tatung*.

Mr. A. A. Gerrard, third officer, *Hwang*, has gone second officer, same ship. Mr. J. A. Johnson has been appointed third officer, *Hwang*. Mr. G. Clarke, second officer, *Hwang*, is on reserve.

Mr. G. I. Lawson, third officer, *Kwangong*, has gone second officer, *Hopsang*. Mr. J. A. Gow, second officer, *Hopsang*, is on reserve.

Mr. J. M. Anderson, second officer, *Chipping*, is deceased.

Mr. P. J. Jordan, chief officer, *Fukwo*, has gone chief officer, *Kutwo*. Mr. E. Gastling, chief officer, *Kutwo*, is on reserve.

Mr. C. Ross, from reserve, has gone second engineer, *Kutwo*. Mr. A. Paton, acting second engineer, *Kutwo*, has gone third engineer, *Laungwo*.

Captain W. H. Cheah, of the *Tien Kwang*, is on reserve. Mr. W. E. Steel, chief officer, *Tien Kwang*, has gone acting master same ship.

Mr. D. J. Evans has been appointed third engineer, *Tien Kwang*—*Shipping and Engineering*.

But there is such an inseparable similarity in the points we have quoted in connection with the previous cases and the one under discussion, and such a glaring contradiction in the principle and ethics of the judgments, that we unashamedly confess to being completely mystified. Perhaps someone better versed in the intricacies of the Law and all that goes and who go with it will be so good as to enlighten us. Unless and until someone does that, we shall have no alternative than to falling back for consolation on that hoary and famous dictum of Mr. Punch, whose description of the Law would appear still to hold good.

INDIAN ROBIN HOOD.

SENTENCED TO 23 YEARS' IMPRISONMENT.

HYDERABAD (Sindh), July 28th.

The romantic career of Miran Jamali, described as the Robin Hood of Sindh, terminated to-day when he and his companions were sentenced to varying terms of seven to 23 years of rigorous imprisonment, Miran Jamali getting the longest term.

How daring the adventurous Miran Jamali's ways had been may be judged from the story related during the trial when in September, 1921, two Khilafatists were being tried behind closed doors.

Miran Jamali, who describes himself as a staunch, Khilafatist out to fight the Government, which "persecuted" the Khilafatists for the political agitation, suddenly dropped down on the scene of the trial through an opening in the roof and demanded the release of the Khilafatists at the revolver point. No other course was open but to comply, and Miran Jamali left the place triumphantly.

CONTUMPTUOUS PRISONER.

The trial was full of lively passages at arms between the Judge and Miran Jamali, who pleaded guilty to the many charges of dacoities, but said he never used for personal purposes one pie of the money he looted.

He confessed that he was bent on the ruin of two bodies in the world, the Hindus and the British Government. He made no secret of his contempt for the Police, whom he called liars and cowards. "Release me, then beckon your 500 Policemen, and see if anyone dares to approach me."

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Mrs. E. Hudson Tells How Cuticura Healed Eczema

"My little boy was troubled with eczema on his face, neck, arms, hands and legs. It started with white blisters on his face and when they broke a sore eruption formed, and he looked a sight. He could not sleep on account of the itching and burning, and I had to tie his hands to keep him from scratching."

"I sent for a free sample of Cuticura Soap and Ointment and the first night we used it he got relief. We purchased more, and after using three tins of Cuticura Ointment and two tins of Cuticura Soap he was completely healed." (Signed) Mrs. E. Hudson, 5, Birch St., Salford, Lancs., Eng.

Use Cuticura for every-day toilet purposes. Bathe with Soap, soothe with Ointment, dust with Talcum. Soap and Ointment sold throughout the world. For sample and full directions, send a 3-cent stamp to The Cuticura Co., 111 Nassau St., New York, U.S.A. Write for Cuticura Shaving Stick.

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SHIPPING NEWS.

ARRIVALS.

July 27th.

Kum Sang, British str., 5,447 tons, Capt. H. W. Chandler, from Calcutta, which port she left on July 25th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Lee Sang, British str., 972 tons, Capt. J. McAlister, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C30.—Jardine, Matheson & Co.

Romeo, British str., 3,236 tons, Capt. W. Reasly, from Dalny and Keelung, the latter port she left on July 23th, with a general cargo, lying at buoy No. A2.—Bank Line.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Tetrisias, British str., 7,595 tons, Capt. H. Wilkinson, from Liverpool, which port she left on June 24th, with a general cargo, lying at Holt's Wharf.—B. & S.

July 28th.

Chenan, British str., 1,335 tons, Capt. W. J. Larrier, from Shanghai, with a general cargo, lying at buoy No. B12.—B. & S.

City of Bradford, British str., 4,107 tons, Capt. Williams Gray, from Hankow, lying at buoy No. A3.

Elida Clausen, Norwegian str., 4,444 tons, Capt. T. Sandvig, from Chinwangtao, with a cargo of coal, lying at buoy No. D30.—Doddwell & Co.

Japanese Prince, British motor ship, 3,874 tons, from New York and Shanghai, the latter port she left on July 23th, with a general cargo, lying at Stonecutters.—Farness (Far East).

Produce, Norwegian str., 742 tons, Capt. H. B. Thorbjornsen, from Saigon, with rice and general cargo, lying at buoy No. C44.—Karsten Larsen & Co.

Sankung, Chinese str., 325 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C42.—Man Yick S.S. Co.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Tunkin, French str., 848 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at Stonecutters.—Messageries Maritimes Co.

CLEARANCES.

July 28th.

Chung Hing, for Kwang Chow Wan.
Hanai, for Kwang Chow Wan.
Kuanchow, for Amoy.
Kowloon, for Swatow.
Kwan Sang, for Foochow.
Macassar Maru, for Moji.
Sui Yik, for Sha U Chung.
Sanning, for Shanghai.
Tak Hing, for Haiphong.
Tunkin, for Hoihow.
Tetrisias, for Shanghai.
Van Gloop, for Swatow.

PASSENGERS.

DEPARTURES.

For s.s. *Taiyo Maru*, for San Francisco, on July 27th:—Mr. W. J. Wilcoxson, Mr. A. von Engelbrecht, Mr. C. Helander, Mr. J. Sheppard, Mr. W. D. Eckart, Mrs. S. A. Blecker, Miss B. D. Bartlett, Miss E. Monroe, Mr. J. Struther, Mr. O. W. Chisall, Mr. Paul C. Welch and brother, Mr. H. H. Gullledge, Miss H. Wallis, Miss F. Wallis, Miss H. L. Willis, Mr. and Mrs. G. E. Shaw, Rev. G. W. Sheppard, Mr. and Mrs. Melville, Miss Melville, Mr. J. Y. Perez, Mr. Baldwin Lee, Mr. J. C. Devine, Mr. W. H. Gillis, Capt. R. A. Barth, Lieut. H. M. Hayes, Mr. Lee, Mr. T. V. Mohan, Rev. J. H. Johnson, Rev. F. Alary, Miss G. Goodwin, Miss G. Crusius, Miss M. E. Bliss, Miss Alice Lee, Miss W. E. Shaw, Mr. and Mrs. H. A. Crow and Master C. Crow, Miss V. del Casel, and Miss T. Tanaka.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kobe yesterday at 7.30 a.m. left at 5 p.m., and is due at Yokohama tomorrow (Friday) at noon.
The R.M.S. *Empress of Canada*, from Hongkong on July 9th, arrived at Vancouver on July 26th.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due August 9th.
Nanking (Swedish East Asiatic Co., Ltd.), due August 12th.

VESSELS IN DOCK.

The following vessels are in Dock:—*Takoo*, *Doek*, *Corbis*, *Huengshan*, *Anatina*, *Kaying*, and *Chengtu*.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN).

Date	Sunrise	Sunset
July 29th	5.53 a.m.	7.06 p.m.
30th	5.53 "	7.05 "
31st	5.54 "	7.05 "

HONGKONG SHIPPING.

Although yesterday's shipping statement, for the twenty-four hours ended at 9 a.m., showed a slight decrease on the total freight figures of between two and three thousand tons, compared with the figures for the previous twenty-four hours, Hongkong cargo considerably improved, and had increased by over three thousand tons, despite the fact that four fewer vessels arrived than as in the preceding statement. The decrease, therefore, was solely confined to freight for ports beyond Hongkong, and this was chiefly accounted for by reason of the fact that only three vessels carried any, and these, incidentally, were all British. The actual decrease was 3,333 tons.

At 9 a.m. yesterday there were 54 vessels in the harbour, of which 28 were British. During the previous twenty-four hours nine vessels arrived, viz., four British, one Norwegian, one Japanese and three Chinese. The departures over the same period numbered fifteen, viz., one Japanese for Batavia, one British for Manila, two Dutch, one American, one British, one Japanese and one Danish for Shanghai, two British for Singapore, two British for Amoy, one Japanese for Takao, one British for Bangkok and one Chinese for Sha U Chung. Clearances numbered four, viz., one British for Haiphong, one British for Singapore, one Chinese for Haiphong and one British for Moji.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong	12,155 tons.
For ports beyond	13,794 "
Total	25,949 "

(For the previous 24 hours ended at 9 a.m. on Tuesday).

For Hongkong	9,054 tons.
For ports beyond	21,927 "
Total	30,981 "

Of the cargo for Hongkong, the four British vessels brought 4,620 tons, of which the highest entry was 2,119 tons, and the lowest five tons. Five vessels of other nationalities brought the remaining 7,535 tons, the best entries being 4,070 tons, and 3,300 tons (both coal); while the lowest entries were five and four tons, respectively. With regard to freight for ports beyond, the amounts carried, all in British vessels, were 6,000 tons, 4,784 tons and 3,000 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Tetrisias (British) from Liverpool and Singapore with 1,000 tons of general cargo, mail and 6,000 tons for beyond;
Lee Sang (British) from Haiphong and Hoihow with 1,305 tons of general cargo and mail;
Kum Sang (British) from Calcutta and Singapore with 2,119 tons of general cargo, mail and 4,794 tons for ports beyond;
Romeo (British) from Dalny and Keelung with five tons of general cargo and 5,000 tons for ports beyond;
Elida Clausen (Norwegian) from Chinwangtao with 3,300 tons of coal;
Takui Maru (Japanese) from Kwang Chow Wan with 180 tons of general cargo;
Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo;
Tak Hing (Chinese) from Nam Tau with 85 piculs of vegetables;
Sui Yik (Chinese) from Sha U Chung with four tons of general cargo.

Later arrivals yesterday, too late for inclusion in the returns, were as under:—

City of Bradford (British) from Hankow with a nil entry for Hongkong, but 650 tons of wood oil in bulk for ports beyond;
Chenan (British) from Shanghai with 330 tons of general cargo;
Sun Kong (Chinese) from Kwang Chow Wan with 320 tons of general cargo;
Produce (Norwegian) from Saigon with 1,350 tons of rice and general cargo.

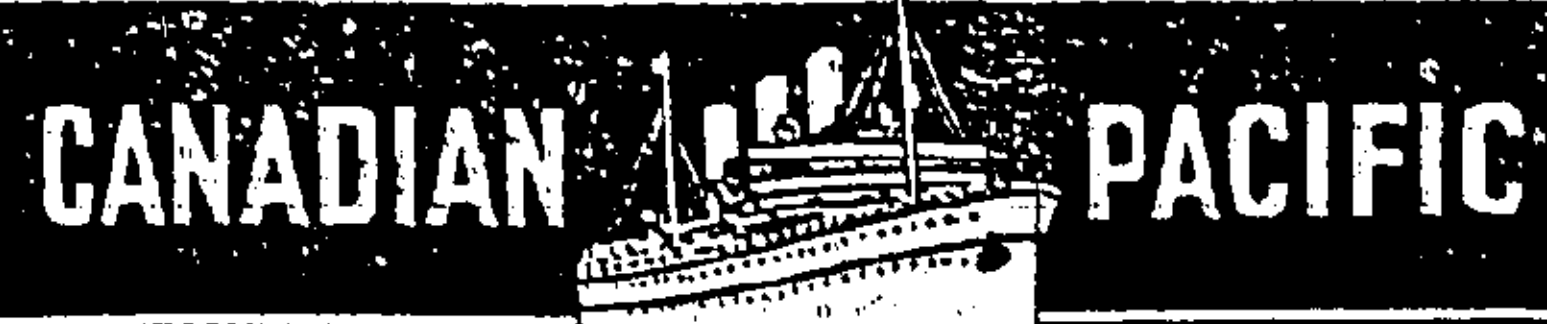
SHIPPING NOTES.

At the Marine Court yesterday, Lieut. Commander G. F. Hole, R.N. (Marine Magistrate) estreated the bail of \$50 each, in respect of five Chinese, who failed to appear before him, on charges of being on board the s.s. *Fan Cloon* without the permission of the master or the officer in charge. An open warrant for their arrest was also issued.

A notice from the Customs Authorities at Tientsin, dated July 17th, states that the Superintendent of Customs and the Treaty Power Consuls have declared the port of Canton to be cholera infected. All vessels arriving therefrom are to abide, and be governed by the Sanitary Regulations for the ports of Tientsin and Chinwangtao. For the present precautions will be confined to medical inspection.

The total number of dock passengers, entered for the twenty-four hours ended at 9 a.m. yesterday, was 714, of which the s.s. *Kum Sang* (British) from Calcutta and Singapore carried 487, and the s.s. *Lee Sang* (British) from Haiphong and Hoihow 153.

Departmental enquiries were held, on Monday and Tuesday, this week at the Harbour Office concerning the grounding of the s.s. *Confucius* and the grounding of the s.s. *Pawnee* during the typhoon of last week. The proceedings were private.



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QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 4
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 18	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Monday, 9th Aug. at Noon
KOREA MARU ... Tuesday, 24th Aug. at Noon
SHINYO MARU ... Tuesday, 7th Sept. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Aug. at Noon
ANYO MARU ... Tuesday, 12th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore & Port:
HAKONE MARU ... Saturday, 31st July
SUWA MARU ... Saturday, 14th Aug.
FUSHIMI MARU ... Saturday, 28th Aug.
HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU ... Wednesday, 18th Aug. at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Friday, 6th Aug.
BURNES AIRS via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
HAKATA MARU ... Friday, 6th Aug.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 29th July
AWA MARU ... Wednesday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

GENOA MARU ... Monday, 2nd Aug.
FUSHIMI MARU ... Monday, 9th Aug.
PENANG MARU ... Thursday, 12th Aug.
TOYOOKA MARU ... Monday, 16th Aug.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kg. and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
PAUL LECAT	—	—	3rd Aug. 1926
GENERAL METZINGER	—	—	17th Aug. "
AMAZONE	16th July, 1926	17th Aug. 1926	14th Sept. "
ANGERS	30th July, "	31st Aug. "	25th Sept. "
D'ARAGHAN	13th Aug. "	14th Sept. "	12th Oct. "
ANGKOR	27th Aug. "	28th Sept. "	25th Oct. "
PORTHOS	10th Sept. "	12th Sept. "	9th Nov. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class—£2.99. Od. Od. B Class (1st Class)—£2.85. Od. Od.
STRAINS 2nd—£2.70. Od. Od. STRAINS 3rd—£2.61. Od. Od.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING,
CONSIGNATION—TRADE—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via FOOCHOW	"KWONGSANG"	Wednesday, 23th July, at Noon.
TIENTSIN	"CHONGSHING"	Thursday, 26th July, at Noon.
Kobe via AMOY, SHANGHAI	"KUMSANG"	Friday, 30th July, at 7 a.m.
SINGAPORE & YOKOHAMA	"KWAISANG"	Friday, 30th July, at 3 p.m.
SANDAKAN	"MAUSANG"	Saturday, 31st July, at 2 p.m.
HAIPHONG	"LEBSANG"	Sunday, 1st Aug. at 8 a.m.
Kobe via MOJI	"FOKSANG"	Tuesday, 3rd Aug. at 7 a.m.
TSINGTAU via SHANGHAI	"HOSANG"	Wednesday, 4th Aug. at Noon.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 4th Aug. at 3 p.m.
Kobe via MOJI	"NAMSANG"	Sunday, 8th Aug. at 7 a.m.
HAIPHONG	"MINGSANG"	Sunday, 8th Aug. at 8 a.m.
TIENTSIN	"CHIPSING"	Tuesday, 10th Aug. at Noon.
TSINGTAU via SHANGHAI	"YATSHING"	Wednesday, 11th Aug. at Noon.
Kobe via SHANGHAI & MOJI	"KUTSANG"	Tuesday, 17th Aug. at 7 a.m.
SANDAKAN	"HINSANG"	Tuesday, 24th Aug. at 2 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leaves H'kong
"GLENOGLE"	5th Aug.			
"GLENAMOIY"	24th "			
"GLENABERY"	2nd Sept.			
"GLENAPP"	16th "			
		"PEMBROKESHIRE"	25th Aug.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3393.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON" ... Aug. 8th.
"PRESIDENT MCKINLEY" ... Aug. 20th.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... July 31st.
"PRESIDENT MCKINLEY" ... Aug. 12th.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795.

THE AUSTRAL-CHINA NAVIGATION CO., LTD.

For SYDNEY, MELBOURNE & ADELAIDE via MANILA, ILOILO, SANDAKAN, BALIKPAPAN & RASAU.

S.S. "CALULU" ... Sailing on or about 5th August.

For Freight and Particulars, Apply to—

DODWELL & CO., LTD.

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Agents.

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AMERICAN & MANCHURIAN LINE

"CITY OF BARODA"

(9,970 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 3rd JANUARY, 1927.

For Freight or Passage Apply to—

THE BANK LINE, LTD.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels

MARSEILLES, ALGERS, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.s. "CANTON" ... 31st August
m.s. "NANKING" ... 15th Sept.

FOR SHANGHAI AND JAPAN PORTS.

m.s. "CANTON" ... 4th Aug.
m.s. "NANKING" ... 8th Aug.

For further particulars, apply to the Agents—

GILMAN & CO., LTD.,
Hongkong.G. E. HUYGEN,
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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" ... Via Suez Canal From Hongkong 30th July.
S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

(Arday Wm & Co., London.)

Sailings from Hongkong

M.V. "WEIRBANK" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

FARES TO LONDON "A" 1st Class £83—2nd Class £60.
"B" 1st Class £50, 2nd Class £35.**MAURITIUS & SOUTH AFRICA****ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mosel Bay and Uspetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mozambique, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4781

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

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TAKING CARGO FOR**STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES**
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	7th Aug. Noon	Mars., Casablanca, London and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Mars., Casablanca, London.
"KALYAN"	9,144	4th Sept.	Mars., Casablanca, London, Antwerp & Hull.
"NAGPORE"	5,283	10th Sept.	Mars., L'Isle, Hamburg, B'dam. & Antwerp.
"MALWA"	10,941	18th Sept.	Marselles & London.
"KASHGAR"	9,005	2nd Oct.	Marselles & London.
"MOBEA"	10,818	18th Oct.	Marselles & London.
"KHYBER"	9,114	30th Oct.	Marselles & London.
"MANTUA"	10,902	13th Nov.	Marselles & London.
"KARMALA"	9,123	27th Nov.	Marselles & London.
"MACEDONIA"	11,089	11th Dec.	Marselles & London.
"DELTA"	8,097	25th Dec.	Marselles & London.
"MALWA"	10,941	8th Jan.	Marselles & London.
"KALYAN"	9,144	22nd Jan.	Marselles & London.
"MOBEA"	10,818	5th Feb.	Marselles & London.
"KASHGAR"	9,005	19th Feb.	Marselles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Ebedivian Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,341	7th Aug.	Singapore, Penang and Calcutta.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	
"ARAFURA"	6,000	25th Oct.	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGPORE"	5,283	3rd Aug.	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	20th Aug.	Yokohama only.
"NELLOR"	6,853	1st Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,341	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,818	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"KARMALA"	9,123	18th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOBEA"	10,818	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.All Cabins are fitted with Electric Fans free of charge.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landladies.
Parcels measuring not more than 31 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agt. [1]**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOOCHOW**AND RETURN**
(Occupying 8 or 10 Days)

HAIHONG ... Capt. Ellis Walker ... Saturday, 31st July, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAI-CHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LA PRAIRIE & CO.
General Managers.**CHINA NAVIGATION CO., LIMITED.**

HOIHOW & HAIPHONG	"TEAN"	On 29th July,	10 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 31st July,	6 a.m.
SHANGHAI	"SINKIAN"	On 1st Aug.	6 a.m.
AMOY & SHANGHAI	"YINGCHOW"	On 3rd Aug.	6 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 4th Aug.	4 p.m.
SHANGHAI	"SUOCHOW"	On 5th Aug.	6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug.	6 a.m.
RANGOON	"LINGYUAN"	On 6th Aug.	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 6th Aug.	6 a.m.
SHANGHAI	"SUIKANG"	On 8th Aug.	6 a.m.
AMOY & SHANGHAI	"SZCHUEN"	On 10th Aug.	6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 35.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	11th August	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

TELEPHONE: CENTRAL 36.

Agents. [5]

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails on or about 19th August.

LYDD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "BOSANDRA"	From Hongkong.
S.S. "FIUME L"	5th August.
	4th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA L"	From Hongkong.
S.S. "BOSANDRA"	7th August.
S.S. "FIUME L"	31st August.
	30th September.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMHINGA"	Sails from Calcutta 31st July.
S.S. "UMVOLOSI"	Sails from Calcutta 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents. [17]

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	Via Suez Canal	30th July.
S.S. "MALVERNIAN"	Via Suez Canal	13th August.
S.S. "DECCALION"	Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passengers, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON. [21]**PRINCE LINE****IMPROVED SERVICE**

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" ... 5th Sept., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

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HOLLAND EAST ASIA LINEof the United Netherlands
Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports.**ARRIVALS FROM EUROPE:**

S.S. "OOSTERK"	23rd August, 1926.
S.S. "OUDERK"	30th September, 1926.

SAILINGS FOR EUROPE:

S.S. "GEMMA"	7th August, 1926.
S.S. "ZOSMA"	4th September, 1926.

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—**JAVA-CHINA-JAPAN LYN.**

Agents.

York Building.

Telephone Central No. 1574.

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